Par. S.2.I.1.52
836

Volume I
No. 1 — 21

Thursday
29th May, 1952

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I- Questions and Answers)

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Members Sworn [Cols. 2—18].

PARLIAMENT SECRETARIAT
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THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

Acc. No. 25012
Date 18.11.20

HOUSE OF THE PEOPLE

Thursday, 29th May, 1952

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

PRIMARY EDUCATION

*266. **Shri M. L. Dwivedi:** Will the Minister of **Education** be pleased to place on the Table of the House a copy of the recommendations of the Central Advisory Board of Education in connection with the changing over of primary education to basic education and state:

(a) the steps being taken to implement the recommendations;

(b) by what time the scheme is likely to take shape; and

(c) the approximate amount of expenditure which may be needed in this connection?

The Minister of Communications (Shri Jagjivan Ram): A copy of the recommendations made by the Central Advisory Board of Education at its Nineteenth meeting held in March 1952 is placed on the Table of the House. [*See* Appendix II, annexure No. 7 (ii).]

Copies of the Board's Report on Post War Educational Development in India 1944 are also available in the library of the House.

(a) to (c). A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 7 (ii).]

श्री ऐम० ऐल० द्विवेदी : क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि ऐसे कौन कौन से राज्य भारत

वर्ष में हैं जिन में कि बेसिक ऐजूकेशन के सिलसिले में काम किया जा रहा है ।

[**Shri M. L. Dwivedi:** Would the hon. Minister kindly state the names of States of India in which work is in progress in regard to basic education?]

श्री जगजीवन राम : पार्ट सी कतिपय स्टेट्स को छोड़कर प्राय: सभी राज्यों में ।

[**Shri Jagjivan Ram:** All of then excepting a few Part 'C' States.]

श्री ऐम० ऐल० द्विवेदी : क्या कोई ऐसी पार्ट सी स्टेट भी है, मसलन् दिल्ली, जहां कि बेसिक ऐजूकेशन के सिलसिले में काम किया जा रहा है ।

[**Shri M. L. Dwivedi:** Is there any Part 'C' State, for example, Delhi in which some work is being done in regard to basic education?]

श्री जगजीवन राम : हां, यहां कुछ काम हो रहा है ।

[**Shri Jagjivan Ram:** Yes, some work is being done here.]

श्री ऐम० ऐल० द्विवेदी : बेसिक ऐजूकेशन के कितने स्कूल होंगे ?

[**Shri M. L. Dwivedi:** What is the number of schools imparting basic education?]

श्री जगजीवन राम : यह तो नोटिस देने पर बतलाया जा सकता है ।

[**Shri Jagjivan Ram:** That would require notice.]

पंडित सी० ऐन० मालवीय : सी स्टेट्स को इस स्कीम से छोड़ देने का क्या कारण है।

[**Pandit C. N. Malviya:** What is the reason for leaving out Part 'C' States from the operation of this scheme?]

श्री जगजीवन राम : प्राय: सभी राज्यों ने बुनियादी तालीम के उसूलों को स्वीकार कर लिया है। जैसे जैसे उनकी आर्थिक पारिस्थिति अनुकूल होती जाती है वे इसको अपने राज्यों में चलाने की चेष्टा करते हैं।

[**Shri Jagjivan Ram:** Almost all States have accepted the principles of basic education. They try to put it into operation according as their economic condition improves.]

श्री ऐम० ऐल० द्विवेदी : क्या सैकिंडरी ऐजूकेशन को और प्राइमरी ऐजूकेशन को बेसिक ऐजूकेशन में बदलने के लिये इस वर्ष सरकार ने कोई रकम मुकर्रर की है ?

[**Shri M. L. Dwivedi:** Have the Government set apart any amount this year for replacing secondary and primary education with basic education?]

श्री जगजीवन राम : जी हां, कुछ रकम मुकर्रर की है। अगला एक सवाल आयेगा जिस में इस का जवाब विस्तार से दिया जायगा।

[**Shri Jagjivan Ram:** Yes Sir, some money has been set apart. Another question is coming before the House, in answer to which details in this connection would be given.]

पंडित सी० ऐन० मालवीय : क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि सी० राज्यों में से अभी तक किन किन राज्यों में ऐसा करने की चेष्टा की जा रही है।

[**Pandit C. N. Malviya:** Would the hon. Minister kindly state as to which of the Part 'C' States are trying to proceed on these lines?]

श्री जगजीवन राम : यह तो सूचना मिलने पर बतलाया जा सकता है।

[**Shri Jagjivan Ram:** That would require notice.]

सेठ गोविन्द दास : भिन्न भिन्न राज्यों को क्या इस सम्बन्ध में कोई सहायता केन्द्रीय सरकार से मिल रही है।

[**Seth Govind Das:** Are the different States receiving any help from the Centre?]

श्री जगजीवन राम : हां सहायता देने की बात तो है।

[**Shri Jagjivan Ram:** Yes, this is under consideration.]

श्री जांगड़े : क्या माननीय मंत्री महोदय बतलायेंगे कि माध्यमिक शालाओं में बुनियादी शिक्षा देने का सरकार विचार कर रही है ?

[**Shri Jangde:** Would the hon. Minister kindly state whether the Government are considering the question of imparting basic education in middle schools?]

श्री जगजीवन राम : यह तो बोर्ड की सिफ़ारिश को आप पढ़ेंगे तो आपको साफ़ मालूम हो जायगा।

[**Shri Jagjivan Ram:** That can be known by persuing the recommendations of the Board.]

River Valley Projects

*267. **Shri Hukam Singh:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any Indian engineers were sent abroad during the year 1951-52 for advanced training in subjects relating to river valley projects under the Commonwealth UNESCO and Point Four Technical Assistance programmes: and

(b) whether any experts from other countries have arrived in India to assist in the execution of the various projects in India?

The Minister of Planning and River Valley Schemes (Shri Nanda): (a) Yes, Sir. Eleven Engineers were sent abroad during 1951-52 for training.

(b) Yes, Sir. Ten experts have arrived in 1951-52.

Shri Hukam Singh: To what countries have these Engineers been sent, Sir?

Shri Nanda: I have the details. Is the question about the trainees that were sent abroad or the experts who have come here?

Mr. Speaker: It is about the experts who have been sent abroad.

Shri Nanda: That is the trainees. Under the Colombo plan, Mr. Vadera—Tasmania, Australia. Mr. Krishna...

Mr. Speaker: I do not think that the names need be given.

Shri Nanda: I shall give the name of the country. 4 United States, 5 Canada and 2 Australia.

Shri Hukam Singh: Was any special Board constituted to make this selection or was it only the heads of the department that made that selection for sending them abroad?

Shri Nanda: The requests are received from the Ministries concerned or the bodies concerned which require either the experts or propose to send out the trainees and there are arrangements in the Central Government for scrutinizing all those requests and then making the final settlement.

Shri Hukam Singh: Would the group of engineers sent to one country specialize in different subjects or would they be given identical training in that country?

Shri Nanda: We have made requests which are much larger in number than the number that I have shown of experts who have come out or trainees who have gone out. Some of the requests have materialized and others have not. I can give the list of subjects for which we have sent trainees abroad or received trainees. Is it intended that I give the list of subjects for which the persons are sent abroad?

Mr. Speaker: His point is a little bit different. He wants to know whether the group sent to one particular country was for the purpose of being trained in the same subject or different subjects.

Shri Nanda: There are different subjects.

Shri Nambiar: May I know from which of the countries the experts came to India with regard to this?

Shri Nanda: In answering the other question about the 11 engineers, I made sure whether it was trainees or experts and since the question was about trainees, the number is 11 and not 7. I shall give information regarding the experts.

Mr. Speaker: He refers to the 2 who have returned.

Shri Nambiar: Experts have been sent to India for this project. I want to know which of the countries have sent the experts to India.

Shri Nanda: As regards the experts who have arrived in India, I have got the sources from which they are recruited i.e., under the Colombo Plan or under the Point Four Programme. I have not the information about the country from where they have come.

Shri Nambiar: Arising out of the second part of the question, will the hon. Minister please state whether any experts from other countries have arrived in India to assist in the execution of the various projects here?

Mr. Speaker: He has already stated for what purposes they are recruited but he does not know from what countries they are sent. He wants notice for that question.

Shri Sarangadhar Das: May I know what are the arrangements for selecting trainees to be sent abroad?

Shri Nanda: The arrangements are made under appropriate agreements with the bodies concerned, that is, there are arrangements with the UNESCO, under Point Four and under the Commonwealth Technical Co-operation and those arrangements are embodied in the agreements. If details are required, I can either give them here or supply them.

Mr. Speaker: We will now go to the next question.

Shri Sarangadhar Das: How are they selected?

Mr. Speaker: He said that it is a matter of agreement. It may be referred to. Next question.

Education for the Blind

*268. **Shri Hukam Singh:** Will the Minister of **Education** be pleased to state:

(a) the nature of trade and avocations which are taught to the adult blind at Dehra Dun; and

(b) the number of students who completed their courses during 1951-52?

The Minister of Communications (Shri Jagjivan Ram): (a) The Training Centre for the Adult Blind, Dehra Dun gives training in simple cottage industries suitable for the blind. A list giving the main industries is placed on the Table of the House. [*See* Appendix II, annexure No. 8.]

(b) 20 trainees completed their courses in 1951-52.

Shri Hukam Singh: Is it one code through which instruction is imparted to all blinds coming from different parts of the country?

Shri Jagjivan Ram: I cannot say offhand.

جناب امجد علی : کیا میں یہ پوچھ سکتا ہوں کہ یہ تعلیم ان کے گذارے کے لئے کس حد تک مدد کرتی ہے ۔

[**Jonab Amjad Ali:** May I ask to what extent this education helps them to make both ends meet?]

श्री जगजीवन राम : जिन विषयों में तालीम दी जाती है वह सीख लेने के बाद वे अपनी जीविका के लिये कुछ पैदा कर सकते हैं ।

[**Shri Jagjivan Ram:** They can earn something for a living after receiving education in the subjects in which it is imparted.]

Shri Hukam Singh: A provision of Rs. 6,000 has been made for post-school education for these blinds in this Budget. What kind of training will that be?

Shri Jagjivan Ram: I will require notice.

Shri Gurupadaswamy: How many students who have passed the examination have been employed so far?

Shri Jagjivan Ram: A few ex-service men have been given jobs in the Ordnance Factory at Dehra Dun. Some have also established themselves independently as music teachers, weavers and chair caners.

Shri Hukam Singh: Another provision of Rs. 5,000 is being made for the Central Council on blindness. What functions would it perform?

Shri Jagjivan Ram: I have not got all this information here.

War Pension Claims

***269. Shri Hukam Singh:** Will the Minister of **Defence** be pleased to state:

(a) whether any War Pensions Claims are still pending for assessment;

(b) the number of claims for pensions received during the year ended 31st March, 1952; and

(c) the number of claims disposed of during this period?

The Minister of Defence (Shri Gopalaswami): (a) Yes, Sir.

(b) 9,485.

(c) 11,306.

Shri Hukam Singh: Are there any appeals pending just at present?

Shri Gopalaswami: I am afraid I have not got that information. I shall give that information if necessary.

Shri Hukam Singh: May I know whether there are any Assessment Tribunals to hear such appeals?

Shri Gopalaswami: I think there are tribunals to hear appeals, but I am not in a position to go into the details today.

Shri Velayudhan: How long will it take to complete all these claims that have come before the Government?

Shri Gopalaswami: At present, out of the War Pension claims, there are about 2,600 pending. The number originally received was about 5 lakhs. We have thus reduced it to very manageable proportions. I think in the course of a few months, perhaps in a year, these will be disposed of.

Hindustan Aircraft Factory

***270. Shri Velayudhan:** Will the Minister of **Defence** be pleased to state:

(a) whether jet-propelled vampires are built at the Hindustan Aircraft Factory at Bangalore:

(b) whether all parts for the same are built in the Factory; and

(c) who are the foreign Engineers or experts working in the Factory and what are their qualifications?

The Minister of Defence (Shri Gopalaswami): (a) Yes.

(b) and (c). It is not in the public interest to disclose details of this nature in the case of this factory.

Shri Velayudhan: May I know whether there was any complaint that the foreign engineers who are working in that factory are not allowing the Indian Engineers under them to construct all the parts for the Vampires there so that they may be assembled here?

Shri Gopalaswami: I am aware of no such complaint.

Shri Nambiar: May I know whether there is any possibility of an Indian aeroplane being built cent. per cent. in that factory, in the near future?

Shri Gopalaswami: We hope to be able to produce one such as soon as possible.

Shri Nambiar: How many years will it take?

Mr. Speaker: Order, order; as soon as possible.

Shri Hukam Singh: Is it a fact that the only proto-type HT 2 built in this factory crashed in its test flight?

Shri Gopalaswami: I remember to have read something like that in the newspapers; I have not got any official information just now at my disposal.

Shri Veeraswamy: May I know the scale of pay for the foreign engineers in this factory?

Shri Gopalaswami: I have already said that it is not in the public interest to give that information.

सेठ अचल सिंह : क्या मन्त्री महोदय यह बतलाने की कृपा करेंगे कि पिछले वर्ष में कितने जैट प्रोपैलर्स तैयार हुए हैं ।

[**Seth Achal Singh:** Would the hon. Minister kindly state the number of jet-propelled planes produced during the last year?]

Shri Gopalaswami: I am sorry, Sir, I cannot give that information.

Shri Velayudhan: May I know whether Government have enquired if all parts of the vampires can be made in the Hindustan Aircraft Factory?

Shri Gopalaswami: Of course, not at present.

SCHOLARSHIPS TO NEPALI STUDENTS

*272. **Dr. Ram Subhag Singh:** Will the Minister of **Education** be pleased to state:

(a) whether any scholarships have been awarded to Nepali students for prosecuting higher studies in India;

(b) if so, how many;

(c) what are the courses of their studies; and

(d) what is the amount of each scholarship?

The Minister of Communications (Shri Jagjivan Ram): (a) Yes.

(b) 8, since 1949.

(c) M.B.B.S.—three.

Electrical Engineering—two.

M.Sc. (Statistics)—one.

M.Sc. (Chemistry)—one.

M.A.—one.

(d) Rs. 200 per month. In addition tuition, examination and capitation fees, if any, are also paid by the Government direct to the Institution of study.

AIRCRAFT CARRIER

*273. **Dr. Ram Subhag Singh:** Will the Minister of **Defence** be pleased to state:

(a) when India would be able to acquire her first aircraft carrier; and

(b) whether India possesses the technical personnel necessary for manning her?

The Minister of Defence (Shri Gopalaswami): (a) No firm date can yet be given.

(b) Not yet.

Dr. Ram Subhag Singh: May I know how the Government propose to get the aircraft technical personnel trained?

Shri Gopalaswami: We have made a start on the establishment of a Fleet Requirement unit at Cochin to train skilled personnel and will equip them for the purpose so as to be available for utilisation in as short a time as possible.

STATUS OF DELHI

*274. **Shri B. R. Bhagat:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Delhi State Government has decided to press the Central Government to revise the status of Delhi State and introduce full-fledged autonomy on the model of Part 'A' States;

(b) if so, whether any Memorandum to the effect has been submitted to the Government of India: and

(c) if the answer to part (b) above be in the affirmative what decision is being taken on it?

The Minister of Home Affairs and States (Dr. Katju): (a) No.

(b) No.

(c) Does not arise.

Shri B. R. Bhagat: May I know whether there is any other Part C State legislature which has asked for a change to the status of a Part A State?

Dr. Katju: Not so far.

STERLING BALANCE

*275. **Shri Jhunjhunwala:** (a) Will the Minister of **Finance** be pleased to state the amount of Sterling Balance which was to the credit of the Government of India in June 1946?

(b) What was the balance on the 31st March, 1952?

(c) What is the amount which India earned in the form of Sterling and in the form of Dollars during this period?

(d) What is the total amount credited to our account as interest for this balance during this period; i.e., from June 1946 to 31st March, 1952?

The Minister of Finance (Shri C. D. Deshmukh): (a) The balances at the end of June, 1946 were Rs. 1,693 crores.

(b) Rs. 723 crores.

(c) I presume what the hon. Member wants to know is the amounts drawn from the sterling balances and the amount of our deficits with non-sterling area met from the central gold and dollar reserves of the sterling area. The total amount drawn from the sterling balances, inclusive of transfers to Pakistan as their share of the assets and to the U.K. Government in payment of defence stores and pensionary annuity, is Rs. 970 crores. During the period from January, 1948, our deficits with the dollar and non-sterling area were met from the central reserves to the extent of Rs. 68 crores. Figures for earlier periods are not available.

(d) Rs. 53·7 crores.

Shri Jhunjhunwala: What is the rate at which interest accrues?

Shri C. D. Deshmukh: Sterling securities at present earn interest at rates ranging from 1¾ to 2½ per cent.

Shri Jhunjhunwala: What is the final rate we are having at present?

Shri C. D. Deshmukh: It is very difficult to say. From time to time it varies and it is any rate in between the two rates I have mentioned. It must be remembered that some of the sterling is invested in Treasury Bills and that operates to reduce the rate.

Shri R. K. Chaudhury: May I know what the amount set apart for payment of pensions is, and whether the amount was for a particular year or for an approximate period of the duration of the lives of the pensioners?

Shri C. D. Deshmukh: Pensions are usually paid during the duration of the lives of the pensioners and we made a consolidated payment to His Majesty's Government on account of pensionary liability amounting to Rs. 224 crores.

Shri R. K. Chaudhury: What was the object of making a consolidated payment? Could it not be paid every year so that the money could be released for other purposes?

Mr. Speaker: The hon. Member need not argue. He may just put his question.

Shri R. K. Chaudhury: What was the object of making a consolidated payment on the approximate duration of a man's life? What was the object in doing that?

Shri C. D. Deshmukh: To make durable arrangements for discharging one's liabilities.

Pandit M. B. Bhargava: To what extent are the sterling balances utilised each year for nation-building activities and for the import of capital goods?

Shri C. D. Deshmukh: It is not possible to answer that question.

Shri A. C. Guha: Does the payment of a consolidated amount absolve the Government of any further responsibility to pay pensions to individuals?

Shri C. D. Deshmukh: Under an arrangement of this kind, as a result of the payment, we receive an annuity from the British Government and that is approximately equal to our annual liability for the payment of pensions. So it is a purely financial arrangement.

Shri A. C. Guha: My point is whether.....

Mr. Speaker: Order, order. Next question.

BASIC AND SOCIAL EDUCATION

*276. **Shri S. C. Samanta:** Will the Minister of **Education** be pleased to state:

(a) the amount budgeted for the development of Basic and Social education in each of the years 1949-50, 1950-51 and 1951-52;

(b) how much was actually spent in these years;

(c) whether the budgetary demands were later cut down due to financial stringency;

(d) the amount allotted for the year 1952-53; and

(e) the overall progress made in Basic and Social Education up-to-date?

The Minister of Communications (Shri Jagjivan Ram): (a) and (b). A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 9.]

(c) Yes.

(d) Under the 5-year educational plan, a provision of Rs. 1 crore has been made initially in the budget for 1952-53 for Basic and Social Education.

श्री ऐस० सी० सामन्त : क्या मैं माननीय मंत्री जी से जान सकता हूं कि जो हिस्सा सन् १९५२-५३ के लिये मुक़र्रर कर दिया गया था, वह प्लानिंग कमीशन के मुताबिक़ है ?

[Shri S. C. Samanta: May I ask the hon. Minister whether the amount budgeted for 1952-53 conforms to the wishes of the Planning Commission?]

श्री जगजीवन राम : क़रीब क़रीब उस के मुताबिक़ है, लेकिन और भी अधिक की आवश्यकता होगी तो आशा की जाती है कि उसका प्रबन्ध हो जायगा ।

[Shri Jagjivan Ram: Almost, but it is hoped that extra amount can be provided in case it is necessary.]

श्री ऐस० सी० सामन्त : क्या मैं माननीय मंत्री जी से जान सकता हूं कि कुल कितने एजूकेशनल मेले खोले गये और स्टेट गवर्नमेंट या इंडियन गवर्नमेंट, किन किन गवर्नमेंटों से खोले गये ?

[Shri S. C. Samanta: May I know the number of educational *melas* inaugurated by Central or State Governments, and in which States?]

श्री जगजीवन राम : इसके लिये तो सूचना नोटिस आने पर एकत्रित की जा सकती है ।

[Shri Jagjivan Ram: I would require notice for collecting that information.]

श्री ऐस० सी० सामन्त : क्या मैं जान सकता हूं कि अलीपुर में जो जनता कालेज खोला गया है और उस में जो ग्राम वासियों को शिक्षा दी जाती है, उसका क्या करीक्युलम है ?

[Shri S. C. Samanta: May I know what is the curriculum in the Janata College Alipur, for imparting education to villagers?]

Mr. Speaker: I think that would be beyond the scope of the Central Government.

Shrimati Khongmen: What is the number of teachers so far trained in basic education?

Shri Jagjivan Ram: I will require notice.

Shrimati Khongmen: How many centres are there for training in basic education?

Mr. Speaker: Perhaps notice will be required for all these questions.

TRAINING OF EX-SERVICEMEN

*277. **Shri S. C. Samanta:** Will the Minister of **Defence** be pleased to state:

(a) how many ex-servicemen were trained in technical and industrial vocations in the years 1950-51 and 1951-52:

(b) how many of them were from former Indian State Forces; and

(c) whether the trained ex-servicemen received any help or loan from Government to carry on the profession they adopted?

The Minister of Defence (Shri Gopalaswami): (a) 366 Ex-servicemen underwent vocational/technical training during the year 1951-52. Statistics are not available for the period 1950-51.

(b) Of the above, 339 ex-servicemen trainees belong to the former Indian State Forces, (135) from Hyderabad, (140) from PEPSU and (64) from Rajasthan.

(c) State Governments propose to grant loans from the Post War Reconstruction Fund or other grants given by the Central Government, either individually or on co-operative basis, to settle them in suitable occupations. The Employment Exchanges also assist these men in securing employment.

Shri S. C. Samanta: May I know whether these ex-servicemen were trained in institutions of the Defence Department or in those of the Ministry of Labour?

Shri Gopalaswami: The training is given in institutions run by the Ministry of Labour.

Shri S. C. Samanta: How many ex-servicemen were trained in the year 1950-51?

Shri Gopalaswami: Unfortunately that is the one year when ex-servicemen were taken along with civilians. Separate figures are not available for that particular period.

Shri Gurupadaswamy: How many ex-servicemen from Mysore have been denied training facilities by Government?

Shri Gopalaswami: I am afraid I am not in a position to answer that question.

Shri Hukam Singh: Were there any special reasons why the response from Part A States was not encouraging?

Shri Gopalaswami: I am not in a position to give any information. Perhaps there are other institutions available where training can be had.

Shri Sinhasan Singh: What amount of help does the Government propose to give to individual ex-servicemen to start any profession they may adopt or in a co-operative farm if they so chose?

Shri Gopalaswami: I should like to have notice.

Dr. P. S. Deshmukh: What percentage of ex-servicemen have been trained so far?

Shri Gopalaswami: That is difficult to say, unless I have the total number of ex-servicemen, which I have not got.

सेठ अचल सिंह : क्या मंत्री महोदय बताने की कृपा करेंगे कि ऐक्ससर्विसमैन को कर्जा या मदद दी गई ?

[**Seth Achal Singh:** Will the hon. Minister please state if the ex-servicemen were given loans or some other help?]

Shri Gopalaswami: We do help ex-servicemen when they are sent for training. Each trainee is given a stipend of Rs. 25 p.m., free accommodation wherever available and medical aid.

EXCISE DUTY ON TOBACCO

*278. **Shri S. C. Samanta:** Will the Minister of **Finance** be pleased to state:

(a) the amount of excise duty realised from tobacco used for the manufacture of *Bidi* in the years from 1947 to 1951 (year by year); and

(b) the amount realised as licence fee in these years?

The Minister of State for Finance (Shri Tyagi): (a) The amount of excise duty realised on tobacco cleared for the manufacture of *bidis*, during the financial years 1947-48 to 1951-52 (April to March) is as follows:—

Year	Amount of duty
	Rs.
1947-48	4,40,05,000
1948-49	7,01,25,000
1949-50	6,74,64,000
1950-51	7,77,59,000
1951-52	9,76,54,000

This information is not available according to calendar years.

(b) Manufacturers of *bidis* are not licensed as such, but all wholesale dealers in tobacco, whether they manufacture *bidis* or not, are licensed, and the amount realised as licence fees from such dealers during the calendar years 1947 to 1951 is as follows:

Year	Amount of licence fee realised
	Rs.
1947	23,12,000
1948	12,86,000
1949	12,70,000
1950	13,35,000
1951	13,76,000

Shri S. C. Samanta: May I know whether a big upset has occurred due to the change of excise duty in 1951-52?

Shri Tyagi: No, Sir.

Shri S. C. Samanta: Have representations been received by the hon. Minister from the small *biri* factories in respect of the levy of the excise?

Shri Tyagi: Representations are generally received every month for one reason or the other. Previously there was a demand that we must levy a flat rate of duty on tobacco leaf. That was opposed by the small *biri* manufacturers and by most of the Members of Parliament, too. Afterwards I again had a demand that I must have a flat rate of duty. So, these representations are frequently coming in, but if my hon. friend is particularly keen about one particular representation I might just examine that representation and inform him.

Shri Sinhasan Singh: What is the total land acreage under tobacco cultivation?

Shri Tyagi: I am sorry I have not got the statistics of land. I can inform my hon. friend on the amount of tobacco produced because I deal with produce, but land is the business of the State Governments.

Shri R. K. Chaudhury: I want to know whether there has been any increase in revenue due to increase in tax on *biris*, and whether there has been any increase in consumption of *biris* instead of cigarettes.

Shri Tyagi: It is very difficult to assess as to whether the use of *biris* has increased or the use of cigarettes has increased, but there has been an increase in the revenue during the last financial year.

श्री ऐम० ऐम० गांधी : क्या यह बात सच है कि जो आदिवासी प्रदेश हैं उन में तम्बाकू के ऊपर एक्साइज़ ड्यूटी कम ली जाती है ?

[Shri M. M. Gandhi: Is it a fact that a lesser excise duty is realised in tribal areas?]

श्री त्यागी : किसी जगह भी कम ज्यादा नहीं है । लेकिन जिस जगह के लोग हुक्का ज्यादा पीते हैं वहां पर लोगों के इस्तेमाल करने के वास्ते कुछ तम्बाकू छोड़ दी जाती है जिस पर ड्यूटी नहीं लगाई जाती । आदिवासी देशों में शायद ज्यादा छोड़ी जाती होगी, क्योंकि वहां के लोग ज्यादा हुक्का पीते हैं ।

[Shri Tyagi: In no place it is less than the prescribed rate. But in places where people smoke *hookah* too much, the amount of tobacco likely to be consumed by them is exempted from excise duty. Maybe a bigger quantity is exempted in the case of tribal areas because people there smoke *hookah* on a larger scale.]

श्री आर० बी० परमार : चिलम में पीने की तम्बाकू पर जो ड्यूटी ली जाती है वह क्या राजस्थान और मध्यभारत में सिर्फ़ छः आने पर पाउंड है जबकि पंचमहाल में १४ आने पर पाउंड है ; इसका सुधार सरकार करेगी ?

[Shri R. B. Parmar: Is it a fact that duty levied on *hookah* tobacco in Rajasthan and Madhya Bharat is only As. 6 per lb. whereas in Panchmahal it is As. 14 per lb.? Will the Government remove this disparity?]

श्री त्यागी : तम्बाकू के ऊपर जो ड्यूटी लगी हुई है पहले तो वह ऐसे थी कि किस चीज़ में तम्बाकू इस्तेमाल होगी इस हिसाब से ड्यूटी लगाई जाती थी, इंटेन्शन पर लगती थी कि क्या उन की नीयत है,

बीड़ी में इस्तेमाल करेंगे या हुक्के में । लेकिन पिछले फ़ायनेन्स बिल के अन्दर यह तय हो गया था कि रुझाहिश पर कि कहां इस्तेमाल करेंगे, इस पर ड्यूटी नहीं लगाई जायगी, बल्कि तम्बाकू की हैसियत को देखा जायगा । अगर तम्बाकू बीड़ी में इस्तेमाल करने लायक़ है तो उस पर ज्यादा ड्यूटी लगेगी और हुक्के में इस्तेमाल करने वाली है तो उस पर कम ड्यूटी लगेगी ।

[**Shri Tyagi:** Formerly the excise duty on tobacco was levied on the basis of intention: *i.e.*, whether it was to be used for manufacture of *bidis* or for *hookah* smoking. But in the last Finance Bill it was decided that the duty would not be levied on this basis but on the quality of tobacco. If tobacco is suitable for the manufacture of *bidis* it would be subjected to duty at a higher rate than the one charged for *hookah*-tobacco.]

NATH BANK LTD.

*279. **Shri A. C. Guha:** Will the Minister of **Finance** be pleased to refer to the reply given to part (f) of my Starred Question No. 296 asked on the 3rd March 1952 and state how much of the amount of 30 lakhs collected by the liquidators of the Nath Bank, Ltd., has been by settlement, i.e., by setting off deposit amounts against debts?

The Minister of Finance (Shri C. D. Deshmukh): The liquidators work under the direction of the High Court and Government are not in a position to give the information.

Shri A. C. Guha: Is it not possible for the Reserve Bank to give the information?

Mr. Speaker: Order, order. He is arguing now.

CONSTRUCTIVE SCHEMES FOR TRAVANCORE-COCHIN

*280. **Kumari Annie Mascarene:** Will the Minister of **Finance** be pleased to state whether any amount has so far been spent by the Government of India in Travancore-Cochin State for any constructive schemes or otherwise?

The Minister of Finance (Shri C. D. Deshmukh): A statement giving the available information, from 1948-49 to 1951-52, is being placed on the Table of the House. [*See* Appendix II, annexure No. 10.]

Kumari Annie Mascarene: May I know whether the State Government has made any contribution to these grants?

Shri C. D. Deshmukh: To most of the G.M.F. grants the State Governments make their own contribution.

Kumari Annie Mascarene: Has the Government made any enquiry into the progress of the work done there?

Shri C. D. Deshmukh: No, Sir. The Government does not make any enquiries but I have no doubt that the Planning Commission keep an eye on the implementation of the various schemes for which State Governments receive assistance from the Centre.

SLUMP IN COMMODITY MARKETS

*281. **Pandit Munishwar Datt Upadhyay:** Will the Minister of **Finance** be pleased to state:

(a) the causes of the slump in the commodity markets;

(b) what commodities were the worst affected;

(c) how the slump affected the entire economic structure of the country;

(d) how the progress of the slump was checked; and

(e) whether the slump is likely to occur again?

The Minister of Finance Shri C. D. Deshmukh): (a), (c) and (d). The hon. Member's attention is invited to my Budget Speech delivered on the 23rd May, 1952.

(b) From available information it appears that pepper, tea, *gur*, vegetable oils and oilseeds, raw cotton, raw wool, raw jute and jute goods were the principal commodities affected by the recent break in prices. Silver and gold were also affected.

(e) the various steps taken by Government in the direction of liberalising exports and relaxing controls are expected to revive demand. However, it is difficult to forecast the future and much will depend on the behaviour of prices abroad.

Pandit Munishwar Datt Upadhyay: Is the hon. Minister in a position to tell the House as to why particularly these commidities were badly affected?

Shri C. D. Deshmukh: It is difficult to give a general answer. Some are export commodities and some are commodities which are produced and used inside the country. I suppose a general answer would be a change in the relation between supply and demand.

Pandit Munishwar Datt Upadhyay: May I know whether it is a fact that the slump was welcome to many sections of people in the country?

Shri C. D. Deshmukh: I am not in a position to answer that question.

Shri Punnoose: Will the Minister be pleased to state whether the slump is due to the effective steps taken by the Government of India?

Shri C. D. Deshmukh: I have made it clear in the course of my speech that the so-called slump can be attributed both to international and domestic factors so that only part of the responsibility rests on action taken by Government.

Shri Jhunjhunwala: Was there any marked fall in the retail prices also, and, if so, to what extent?

Shri C. D. Deshmukh: I do not think, Sir, evidence is at hand so far to enable one to make a definite statement. The expectation is that the fall will, after a time lag, be communicated to the prices in retail trade.

Dr. Jaisoorya: With regard to answer to part (a), could the stock-piling in Western countries reaching saturation point be one of the causes of the slump?

Shri C. D. Deshmukh: Sir, I referred to international factors in the course of my speech and I might enumerate them here. One is the modification of the U.S. stock-piling programme, then the stretching out of the re-armament programme, then the success so far achieved by the International Materials Conference in allocating scarce raw materials, and increase in the world output of a number of commodities which were in short supply before.

Shri P. T. Chacko: May I know whether the Government have taken any steps to check the precipitous fall in prices in the plantation crops?

Shri C. D. Deshmukh: Well, so far as tea is concerned—I think it is one of the plantation crops—we are now sending a team to investigate all the economics of the tea industry. I am not aware of any other plantation crop requiring a special enquiry.

Ch. Ranbir Singh: May I know the causes of the slump in the case of *gur*, jute and raw cotton?

Shri C. D. Deshmukh: Both, as I said, depend upon the relation between supply and demand.

Shri S. V. Ramaswamy: Has there been any fall in retail prices?

Mr. Speaker: That question was put and answered, not in that form but in a different form.

Shri Munishwar Datt Upadhyay: May I know what is the process that Government propose to adopt for reducing prices, as I think they do want to reduce prices?

Shri C. D. Deshmukh: That question illustrates a mixed attitude. I am asked to explain the slump and then I am asked to state the reason for the action taken by Government to induce a further fall in prices.

Mr. Speaker: I am going to the next question.

An Hon. Member: I tried to catch your eye several times.

Mr. Speaker: But each Member cannot be guaranteed success. He may try till he succeeds.

Percentage of Voting

*282. **Dr. P. S. Deshmukh:** Will the Minister of Law be pleased to state the percentage of electors who voted in the recent elections according to States for the election to the State Assemblies and for the election to the House of the People?

The Minister of Home Affairs and States (Dr. Katju): A statement showing the percentage of electorates who voted in the recent elections according to States for elections to the State Legislative Assemblies and for elections to the House of the People, prepared from the figures so far available with the Election Commission, is laid on the Table of the House. [*See* Appendix II, annexure No. 11.]

Dr. P. S. Deshmukh: Have any attempts been made to find out the reasons for the low percentage of voting in those States?

Dr. Katju: I imagine it is due to the disinclination of the voters to take the trouble to go to the polling booths.

MILITARY DAIRY FARMS

*283. **Col. Zaidi:** Will the Minister of **Defence** be pleased to state:

(a) whether there was a proposal put forward in 1950 that all Military dairy farms be handed over to the Agriculture Ministry;

(b) whether a committee was appointed to examine this proposal; and

(c) if so, what are the recommendations made by the committee and whether these recommendations have been implemented?

The Minister of Defence (Shri Gopalaswami): (a) to (c). Presumably, the hon. Member is referring to a suggestion put forward in 1947 by the Ministry of Agriculture for the transfer of the Military Dairy Farms to them. After discussion between the two Ministries, a Committee was appointed under the Chairmanship of the Quartermaster General to go into the question of the general working of the Military Dairy Farms and of using them for general breeding purposes and for improvement of cattle. The terms of reference of this Committee did not include the question of handing over the Military Dairy Farms to the Ministry of Agriculture. The main recommendations of the Committee were—

(i) To appoint a technically qualified and well experienced fodder expert.

(ii) To achieve self-sufficiency in fodder and concentrates at the earliest time possible.

(iii) To get the maximum production from the land at the disposal of the various military dairy farms and to bring further areas under irrigation at different farms.

(iv) To complete existing unfinished buildings in the military dairy farms.

(v) Regarding breeding policy envisaging the wasting out of cross breeds and greater attention to indigenous breeds.

(vi) To adopt artificial insemination.

(vii) To recruit suitably qualified staff.

(viii) To achieve self-sufficiency to meet milk requirements of the entire army.

Action to implement these recommendations except the one at (i) above has been, or is being, taken.

Col. Zaidi: Is it true that there are many complaints of corruption in the management of these dairy farms? Have there been many cases of persons having been sacked during the last two years, and how many cases are now pending against such supervisors?

Shri Gopalaswami: I should like to have notice.

Col. Zaidi: Could I have some idea of the sort of budget these supervisors look after? Do the budgets run into ten or fifteen lakhs of rupees, and if so, are the salaries of these officers commensurate with their responsibilities?

Shri Gopalaswami: I am afraid, Sir, that for this question also I shall require notice.

Col. Zaidi: Could I know if trained people are appointed in charge of these dairy farms? I mean, are they Graduates in Agriculture or persons who possess training in dairy farming, or are they just ordinary officers who were promoted from the very bottom and who possess no training whatsoever?

Shri Gopalaswami: That would require an analysis of the existing personnel. I shall undertake it, and shall answer a question later on if it is put down.

GOLD ORE

*284. **Dr. Natabar Pandey:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether gold ore has been discovered recently on the dried up river bed of Mahanadi just above the Hirakud Dam; and

(b) if so, whether the ore has been properly analysed?

The Minister of Communications (Shri Jagjivan Ram): (a) and (b). No, Sir. The Director, Geological Survey of India, reports that some persons mistook some small streaks of sulphide mineral found in rocks in the area for gold. The specimens were analysed in the laboratory of the Geological Survey of India at Calcutta and found to contain no gold.

Dr. Natabar Pandey: Will the hon Minister place a copy of the report on the Table?

Shri Jagjivan Ram: I do not know whether there is any report, but it was found that it contained no gold.

Shri R. K. Chaudhury: May I know whether any gold ore has been found in the neighbourhood of Delhi?

Mr. Speaker: Order, order.

Shri Meghnad Saha: It requires prospecting.

Mr. Speaker: He is giving a suggestion for action. Next question.

GEOLOGICAL SURVEY OF MAHANADI

*285. **Dr. Natabar Pandey:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether the river bed of the Mahanadi, just above the axis of the Hirakud Dam, has been surveyed geologically; and

(b) if so, whether Government propose to place a copy of the Report of the Survey on the Table of the House?

The Minister of Communications (Shri Jagjivan Ram): (a) and (b). The officers of the Geological Survey of India are at present engaged on the detailed mapping of the area about the Hirakud Dam. The work will take several months to complete and it is expected that an interim report will be received in a few months. This report will be placed on the Table of the House. The final report when received will be placed in the Library of the House.

Shri Meghnad Saha: Is the hon. Minister aware that the Geological Survey Map of Orissa contains a large portion which is shown as completely blank and as never having been investigated or visited by any officer of the Geological Survey, and therefore would he consider the desirability of engaging more geological officers to make a complete survey of this region?

Shri Jagjivan Ram: The suggestion will be taken into consideration.

HINDUSTANI SHORTHAND AND TYPEWRITING

*286. **Prof. Agarwal:** Will the Minister of **Education** be pleased to state what action have Government so far taken on the Report of the Constituent Assembly's Committee on Hindustani Shorthand and Typewriting?

The Minister of Communications (Shri Jagjivan Ram): The report has been released to the general public for comments and suggestions. The Government have examined the recommendations of the Committee on the question of according State recognition to the four systems of Hindi Shorthand referred to in their report and also to the Standard Keyboard for Hindi Typewriters designed by the Committee and a decision will soon be taken in these matters.

State Governments holding proficiency examinations in English Shorthand have been requested to hold Proficiency Examinations in Hindi Shorthand also.

A Committee of the All India Board of Technical Studies in Commerce and Business Administration has been asked to assess the value of Shorthand Systems other than those already examined by the Constituent Assembly's Committee. This Committee will also examine the question of a common system of shorthand for the national language and the various regional languages.

Prof. Agarwal: May I know when the Government is expected to take a final decision in regard to the standard Hindi keyboard?

Shri Jagjivan Ram: I hope, Sir, the decision will be taken very shortly.

Prof. Agarwal: Has the Government made any arrangements for teaching Hindi typewriting to the stenographers in the Secretariat?

Shri Jagjivan Ram: I cannot say definitely, but there are a number of private institutions where these facilities exist and quite a large number of people are being trained.

Shri S. C. Samanta: The hon. Minister said that another Committee is considering the assessment of the value of shorthand systems in Hindustani and other regional languages. May I know whether that committee will consider the systems of typewriting also for other regional languages?

Shri Jagjivan Ram: That will also be considered.

FILM ENQUIRY COMMITTEE

*287. **Prof. Agarwal:** (a) Will the Minister of **Information and Broadcasting** be pleased to state what action has so far been taken by the Government of India on the Report of the Film Enquiry Committee?

(b) Is it a fact that several recent Hindi films have been depicting the methods of violence including dacoities, for achieving political and social ends?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The

Report of the Film Enquiry Committee is under consideration in consultation with State Governments.

(b) No specific cases have come to the notice of Government. It is however understood from the Central Board of Film Censors that some Hindi films depicting, in parts, methods of violence have been tendered for censorship; these films have been scrutinised in the light of the directive issued by the Board for the guidance of its Examining Committees, care is taken to delete picturisation of violence as far as possible.

Prof. Agarwal: Is it a fact that one of such films was recently selected for exhibition at the International Film Festival?

Dr. Keskar: I am not able to say whether any film was selected for the International Film Festival depicting violence. As I said, the Board tries to delete pictures depicting violence as far as possible and every film has to be judged on merits by the Board.

Prof. Agarwal: Pending the implementation of the recommendations of the Film Enquiry Committee, have Government issued any interim instructions to the Board of Censors to tighten their censorship?

Dr. Keskar: My hon. friend is under a misapprehension. The Report of the Film Enquiry Committee has not much to do with the question of tightening up of censorship. Censorship regulations have been framed under the Cinematograph Act which was passed by the House last year and certain directives which have been issued to it by the Government. There are, no doubt, in the Enquiry Committee's Report some observations regarding this question, but there is no definite directive regarding it.

सेठ गोविन्द दास: पिछली बार इनक्वायरी कमेटी की रिपोर्ट कितने दिनों से सरकार के सामने है और उस संबंध में कितने राज्यों से अब तक राय पहुंच चुकी है ?

[**Seth Govind Das:** For how long has the report of the Enquiry Committee been under consideration of the Government and how many of the States have sent in their opinions on it?]

Dr. Keskar: The Committee was constituted on the 1st September 1949 and it submitted its report on the 15th of March 1951. The Government immediately after receiving the report of the committee has sent a circular to the State Governments drawing their attention to the recommendations of the committee. I might draw the attention of my hon. friend to the voluminous nature of the report of the committee and the recommendations made by it are very complex in nature, some of them requiring legislation, and some of them requiring the State Governments to take into consideration various economic questions as raising or lowering of taxes. Therefore, the replies from the State Governments and their suggestions have been a little late in coming.

Shri T. K. Chaudhuri: Is it a fact that several films depicting scenes of August 1942 national movement were banned under the instructions of the Central Board of Film Censors?

Dr. Keskar: I would require notice of that question.

Shri S. V. Ramaswamy: Is it a fact that films are of late becoming more sexy and if so are Government taking any measures to control them?

Dr. Keskar: I would draw the attention of hon. Members who would like to comment on the nature of the films that are exhibited that when this question was before the House (when the Cinematograph Bill was being considered) it was this House which expressly took away from Government the right of having the final word regarding any film being considered fit for exhibition and the House insisted on giving this right to the Central Board of Film Censors. I do not think that Government can be considered responsible for the kind of films that are passed by the Censors.

Shri B. S. Murthy: Will Government take any steps to do away with the present archaic system of censoring which is impeding the progress of the cinema industry?

Dr. Keskar: Sir, it is for the House to consider whether the present system should be changed.

Shri Nambiar: May I know whether any political consideration is made in censoring certain films—I mean between the congress propaganda and the communist campaign?

Dr. Keskar: That will depend, Sir, on the political texture of the member of the Central Board of Film Censors. But if my hon. friend looks at the names of the members, he will find that they do not belong to a political party.

NATIONAL INCOME COMMITTEE

*288. **Shri S. N. Das:** Will the Minister of **Finance** be pleased to refer to the reply given to unstarred question No. 7 asked on the 13th February, 1952 and state:

(a) whether the final report of the National Income Committee has since been presented to Government;

(b) if not, how long more the Committee will take to finalise its work; and

(c) if the report has been submitted, what are the important measures suggested by the Committee that are likely to be given effect to in the near future?

The Minister of Finance (Shri C. D. Deshmukh): (a) No, Sir.

(b) The committee is expected to submit its final report to Government in the near future.

(c) Does not arise.

Shri S. N. Das: May I know, since the publication of the first report of the committee, what steps have been taken by the Government to encourage research in the field of national income in universities and other institutions?

Shri C. D. Deshmukh: Sir, the terms of reference of the National Income Committee include measures for improving the quality of the available data and for the collection of further essential statistics and to recommend ways and means of promoting research in the field of national income. We expect recommendations in this regard in their forthcoming report.

Shri S. N. Das: May I know, Sir, whether, as suggested by the committee in its first report, non-official experts are being supplied with information to carry on research in the field of national income?

Shri C. D. Deshmukh: I do not quite know, Sir, to which portion of the first report the hon. Member is referring. I am not aware of any specific action having been taken in that direction.

Shri S. N. Das: May I know, Sir, the prominent experts, other than foreign, who have been consulted by the National Income Committee?

Shri C. D. Deshmukh: The position is that the Indian experts were members of the committee.

NATIONAL INCOME UNIT

*289. **Shri S. N. Das:** Will the Minister of **Finance** be pleased to state:

(a) whether Government have decided to continue the National Income Unit as a permanent office attached to the Ministry of Finance ; and

(b) what are the important recommendations of the National Income Committee regarding the functioning of this Unit?

The Minister of Finance (Shri C. D. Deshmukh): (a) Not yet, Sir. The question will be considered on receipt of the final Report of the National Income Committee.

(b) The recommendations of the National Income Committee have not yet been received. They are expected to be received in the near future.

Shri S. N. Das: May I know, Sir, whether as a result of the statistics collected by the committee in its first report this unit has been expanded or is likely to be expanded in the near future?

Shri C. D. Deshmukh: The unit has not been expanded, so far, Sir. The likelihood of its expansion in the future will obviously depend on the nature of the recommendations which will be made by the committee in their second report.

WRITTEN ANSWERS TO QUESTIONS

IRON PILLAR OF RAJA BHOJ

*290. **Shri M. L. Dwivedi:** (a) Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 1377 asked on the 28th September, 1951 regarding the iron pillar of Raja Bhoj and state if the pillar has since been repaired and erected:

(b) if so, the cost incurred; and

(c) the agency through which the work was got done?

The Minister of Communications (Shri Jagjivan Ram): (a) No.

(b) and (c). Do not arise.

DOCUMENTARIES

*291. **Shri M. L. Dwivedi:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the countries to which commercial distribution of documentaries has

been arranged in accordance with the promise made in reply to a supplementary question raised on starred question No. 994 asked on the 18th December, 1950:

(b) the language used in explaining the documentaries; and

(c) whether there has been any further increase in these films sent to foreign countries?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The hon. Member's attention is invited to the statement laid on the Table of the House on 4th March 1952 in reply to supplementary question to Starred Question No. 994 answered on the 18th December 1950.

(b) Films are produced by the Films Division only in Hindi, Tamil, Telugu, Bengali and English.

(c) Yes, Sir.

Extensions of Service

***292. Shri N. S. Jain:** Will the Minister of **Home Affairs** be pleased to state:

(a) how many Central Government officers and subordinates have been given extensions of service beyond their retirement age during each of the last three years and how many have been given more than one such extension;

(b) whether any rules have been framed prescribing the conditions under which such extensions can be given; and

(c) if so, whether Government propose to lay a copy of the same on the Table of the House?

The Minister of Home Affairs and States (Dr. Katju): (a) The Ministry of Home Affairs approved of the grant of extensions to 46 officials in 1949, 72 in 1950 and 61 in 1951.

Out of these, 41 officers were given more than one extension of service.

(b) and (c). A copy of the instructions issued from time to time is placed on the Table of the House. [*See* Appendix II, annexure No. 12.]

विदेशों में भारतीय छात्र

*२९३. **श्री आर० ऐस० तिवारी :** क्या शिक्षा मंत्री यह बतलाने की कृपा करेंगे कि :

(क) राज्य की सहायता से इस समय कितने भारतीय छात्र विदेशों में शिक्षा ग्रहण कर रहे हैं ?

(ख) किन किन विषयों में वह शिक्षा ग्रहण कर रहे हैं ?

(ग) कितने छात्र कृषि शास्त्र का अध्ययन कर रहे हैं, और

(घ) १९५२-५३ के वर्ष में विदेशों में कितने छात्रों को भेजे जाने की सम्भावना है ?

Indians Studying Abroad

[***293. Shri R. S. Tiwari:** Will the Minister of **Education** be pleased to state:

(a) the number of Indian students studying abroad at present with State aid:

(b) the subjects which they are studying:

(c) the number of students who are pursuing courses in Agriculture; and

(d) the number of students likely to be sent to foreign countries in the year 1952-53?]

The Minister of Communications (Shri Jagjivan Ram): (a) to (d). A statement giving the information is laid on the Table of the House. [*See* Appendix II, annexure No. 13.]

Central Excise Duty

39. Shri K. C. Sodhia: Will the Minister of **Finance** be pleased to state the amount of Central Excise duty collected during the years 1950-51 and 1951-52 under the head "Tobacco",—sub-heads—"unmanufactured" and "manufactured"?

The Minister of State for Finance (Shri Tyagi): A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 14.]

Pension Rules

40. Shri U. C. Patnaik: Will the Minister of **Home Affairs** be pleased to state:

(a) whether Pension Rules to govern the Indian Administrative Service and the Indian Police Service have yet been framed;

(b) if so, whether Government propose to place these Rules on the Table of the House;

(c) if the Rules have already been framed, why they have not yet been published;

(d) if the answer to part (a) above be in the negative, why no Rules have yet been framed; and

(e) whether by any order in March 1949, pending the publication of Pensions Rules for the I.A.S. and I.P.S., the additional pensions which were being allowed to Provincial Service officers, formerly holding listed posts and appointed to the I.A.S. or I.P.S. have been stopped?

The Minister of Home Affairs and States (Dr. Katju): (a) Not yet.

(b) and (c). Do not arise.

(d) It was not possible to decide the terms of retirement benefits for I.A.S. and I.P.S. till decisions were taken on the Central Pay Commission's recommendations in this regard for the Central Services. The details of the Pensionary benefits to be made admissible to all-India Services are being worked out in consultation with the State Governments.

(e) Yes. It was one of the recommendations of the Central Pay Commission accepted by Government that additional pensions which were formerly admissible to holders of certain posts should be discontinued.

SCHOOLS AND COLLEGES IN INDIA

41. Dr. P. S. Deshmukh: (a) Will the Minister of Education be pleased to state the most recent figures with respect to the number of primary schools, secondary schools and colleges in India with the number of students attending the same?

(b) To what year do these figures relate and how do they compare with the figures for the previous year?

The Minister of Communications (Shri Jagjivan Ram): (a) A statement giving the required information for the years 1948-49 and 1949-50 is placed on the Table of the House. [*See* Appendix II, annexure No. 15.]

(b) There was an all-round increase in the number of institutions, as well as, in the enrolment.

KITCHENER COLLEGE

42. Shri M. L. Dwivedi: Will the Minister of Defence be pleased to refer to starred question No. 887 asked on the 13th December 1950 and state whether the buildings of the Kitchener College of Military Training at Nowgong have since been utilised for any other purpose?

The Minister of Defence (Shri Gopalaswami): It has not been possible yet to utilise the buildings of the Kitchener College at Nowgong. The question of moving the King George Military College from Jullundur to these buildings at Nowgong is under active consideration by the Government of India.

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THE PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Thursday, 29th May, 1952

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in th Chair*]

QUESTIONS AND ANSWERS

(*See Part I*)

9-15 A.M.

RAILWAY BUDGET—GENERAL DISCUSSION—*concld.*

Mr. Speaker: We will now proceed with the general discussion of the Railway Budget. I may again remind hon. Members that the curtailed time-limit will stand even for today, because even though the discussion has been extended by one day, I find the list of people who wish to speak is practically the same. Of course the names are different, but the number is the same. So that old limit of ten minutes will stand, and I would again request hon. Members to observe it rigorously. May I know what time the hon. Minister is likely to take?

The Minister of Railways and Transport (Shri L. B. Shastri): About forty-five minutes.

Mr. Speaker: I understand that he wishes to reply in Hindi. Is that so?

Shri L. B. Shastri: Yes.

Mr. Speaker: In that case, I would suggest for the benefit of the large number of Members from the South particularly, who do not understand Hindi, that it would be better if he gives a short summary in English also. Otherwise his reply to many of the points raised by the hon. Members will be lost practically. So, does he mean forty-five minutes inclusive of the English summary or exclusive of it?

Shri L. B. Shastri: Only, it may take another fifteen minutes.

Mr. Speaker: So I shall reserve about one hour to one hour and fifteen minutes, to give him more latitude and scope. Deducting that time from One o'clock it comes to 11-45. I shall therefore call upon the hon. Minister to reply at about 11-45—earlier, if possible, but by that time we must end the discussion to give him proper scope to reply. Unless the Minister is given time to explain everything that he wishes to, mere criticisms of three days will only be wasting the time of the House. Let us hear what he has to say in reply. I will now call upon. . .

Shri B. Das (Jajpur-Keonjhar): May I humbly suggest to the hon. Minister that the English summary may be given first and then the Hindi speech, because at least I cannot understand a technical subject in Hindi? That is my deficiency.

पंडित ए० आर० शास्त्री : मेरी प्रार्थना है कि पहले मंत्री महोदय हिन्दी में बोलें ।

[**Pandit A. R. Shastri** (Azamgarh Distt.—East *cum* Ballia Distt.—West): I would request the hon. Minister to speak in Hindi first.]

Mr. Speaker: I think if we go on arguing, there will be no end to this. I would leave it to the Minister himself. And there is one more advantage that I personally think, of—but I leave it to him and the House—in beginning with Hindi. It is necessary that we must give the language the recognition which is due to it. That is one thing. And incidentally I may say that the interest of those who do not understand it will be kept alive up to the end of the debate. If Hindi is taken up first they will remain in their seats.

Shri R. K. Chaudhury (Gauhati): May I know if persons whose names are not included in the list will be given an opportunity to speak if they happen to be so fortunate as to catch your eye?

Mr. Speaker: Theoretically the position is not sound, but practically it is very sound. I shall select the names from the lists received, because I have got lists from all parties. Perhaps the hon. Member could easily induce his Chief Whip to include his name. But even if it is included, I do not guarantee that I shall necessarily call upon people whose names are included. So let us not take more time over it.

Shri N. L. Sharma (Sikar): What about the Independents, may I know?

Mr. Speaker: Well, they will remain independent of all these proceedings! Of course I say that, not very seriously. I am trying my best to pick them up, but it is impossible for me to make a representative selection when each one is independent of the other and it is not possible to call each of the Independents who are about forty-three or forty-four.

Shri R. K. Chaudhury: If there is any absentee among those included in the list, may I know whether anybody else could be substituted by you?

Mr. Speaker: Order, order. But that I will substitute on the advice of the Whip of the Party. As I said, I am not bound by these things, but then it is better for discussion that parties should be organized in this House and Members should not individually try to speak. That is my view of course. Now I will call upon Pandit Lingaraj Misra.

Shri M. L. Dwivedi (Hamirpur District): But he has already spoken.

Mr. Speaker: His speech was not finished for the full ten minutes. He spoke only for five minutes the other day and he was interrupted. Today he will resume his speech, and it is just possible that he may take ten minutes.

Pandit Lingaraj Misra (Khurda): Sir, in the few minutes that were given to me the other day towards the close of the proceedings of the House, I had tried to impress upon the House the importance of certain schemes in Orissa. I had particularly stressed three schemes, namely, the establishment of a harbour at the mouth of the Mahanadi in the Orissa coast, the extension of the railway line from Talcher *via* Bonai, Sambalpur and Balangir to Kontabanji on the Raipur-Vizianagram line, and I had also pressed for double lining the East coast section of the B. N. Railway (the present Eastern Railway). I was then dealing with the insufficiency of facilities for the education of the children of the railway employees and had shown that there was only one Middle School at Khurda Road throughout the entire State and how inadequate it is in accommodation as well as in staff. I would suggest that this Middle School should immediately be converted into a High School—not of the type that now exists in the country but of the type of a technical High School. I would advise my hon. friend the Railway Minister to forestall the report of the Secondary Education Committee which the hon. the Education Minister is going to appoint very soon. Whatever may be their recommendations, there is no denying the fact that the quality and content of our secondary education is going to be metamorphosed very soon. So I would urge upon the Railway Minister to introduce as many technical and craft subjects as possible into their Secondary Schools—both Middle Schools and High Schools—not only in this particular institution but in all the Secondary Schools in the country in their management.

Next, I would come to the regrouping of the Railways which has formed practically the common feature of almost all the speeches that have been delivered here. This has created a stir in Bengal and I am not surprised at it. In the good old days in India, our sages and philosophers and the peaceful citizens of the rural areas dreaded the close vicinity of high State officials so much that they clubbed the nearness of State officials with calamities like famine, drought and locusts. I would request the Members of the House to recall the *sloka* which is as follows:

अतिवृष्टिरना वृष्टिर्मूषिका : शलभा : शुकाः अत्यासन्नाश्चराजान् षडेते ईतयः स्मृता :

There are six calamities: too much of rain, drought, rats, pests, parrots and close proximity of enemy-kings. The meaning of this is that the nearness of the high officials of the State was considered as a pestilence to the neighbouring region. But circumstances have changed now and now we find that the nearness of the headquarters is a fruitful source of employment for the young men near about and that, so far as I know, is the secret of all this stir and agitation.

The hon. Minister for Railways has mentioned in his speech that they have consulted all the States concerned before coming to a final decision in the matter. Orissa is a State which is concerned in this regrouping and may I ask him if Orissa was ever invited to any conference and particularly to the conference that was held on the 19th of April last in which the final touches were given to the regrouping scheme? So far as I am aware the Orissa Government has claimed that the district offices of the Engineer at Cuttack and the Commercial Officer at Khurda Road should not be disturbed and the Divisional Headquarters should be established at Jharsuguda which is an eminently suitable place, being centrally located. This place has already a small miniature railway colony and there is vast scope for its expansion. The land all round can be acquired easily if this is agreed to. I would urge on the Railway Minister to reconsider the matter even though a decision has already been taken, and modify it to meet with the demands of States like Orissa, so that there may be the largest amount of content and satisfaction as a result of this regrouping.

As one connected with one of the popular daily papers of Orissa, I am very often posted with complaints that well qualified candidates are more often than not superseded by people of lesser calibre from nearabout the headquarters. This misgiving in the minds of youths can only be removed if we strictly restrict recruitment to class III and class IV staff by enforcing that the choice should be made by Selection Boards or Committees of high integrity and impartiality. If this is done, much of the force of the contention for the location of the headquarters at a particular locality would vanish.

Some two years ago in the Health Ministers' Conference which was held upstairs of the premises of this House in which representatives from the Ministries of Railways and Works, Production and Supply were present, it was strongly urged on these Ministries that they should take effective steps for draining out all the accumulated rain water from the ditches alongside the roads and the railway lines. I am sorry, I do not find any indication in the Budget that any steps have so far been taken or are contemplated to be taken in this direction. I think it will be a good investment to have sanitary tanks to collect all the accumulated water at intermittent places and this would help in growing more food in the country by way of pisciculture.

I would next refer to the inadequacy of culverts and bridges along railway lines, which aggravates the heavy flood problem of the Deltaic regions. It is in the interest of the Railways themselves that this is suggested, for they would save a heavy amount on periodical flood damage repairs to the lines. I would therefore suggest that sufficient number of outlets should be provided for the free flow of flood water across the railway lines.

Finally, I would like to mention about one small grievance of a small cadre of low paid officials, I mean, the Stores Distributors of the Bengal Nagpur Railway. These are a class of officers about whom there has been unanimity of opinion in the Central Pay Commission as well as in the Railway Joint Advisory Committee that they are not just mere clerks but that they have duties which are very arduous and responsible. I understand. . .

Mr. Speaker: Order, order. The hon. Member has taken ten minutes plus five of yesterday.

Pandit Lingaraj Misra: The suggestion of the Deputy General Manager has been that they should be given a scale of Rs. 100 to Rs. 195 but this has been whittled down by the General Manager to Rs. 80 to Rs. 160 or something. But these people are continuing to get only Rs. 55 to Rs. 130 which is the scale fixed for the lower division clerks. I would therefore suggest that due consideration should be given to this matter and their grievances redressed. . . . . .

Mr. Speaker: The hon. Member will close his speech.

گیانی جی - ایس - مسافر : سبھاپتی جی - دو روز تک ریلوے بجٹ پر بحث ہوتی رہی ہے - آج تیسرے روز میں ہاؤس کا وقت بالکل ضائع نہ کرتا اگر میں سمجھتا کہ جو کچھ میں کہنے جا رہا ہوں وہ کسی اور ممبر نے کہہ دیا ہے -

یہاں پر زیادہ تر چرچا ری گروپنگ (Regrouping) کا ہی چلا ہے -

[گیانی جی - ایس - مسافر]

کی طرف سے ہوا کرتے تھے وہ ایڈوائزری کونسل میں ڈسکس ہوا کرتے تھے - اور صرف کلکتہ میں دو ہیڈ کوارٹر رکھنے کی تجویز ہی تبدیل نہیں کی گئی - لیکن بہت سی تجویزیں ہیں جو بعض دفعہ ریلوے منسٹری خود سوچ بچار کے بعد تبدیل کرتی تھی اور کچھ ایڈوائزری کونسل میں بدلی جاتی تھیں - اور آخری فیصلہ اس ادوائزری کونسل کا ہوا کرتا تھا جس کو اس پارلیمنٹ نے قائم کیا ہے - میں سمجھتا ہوں کہ اس کا فیصلہ خود پارلیمنٹ کا فیصلہ ہے -اس میں منسٹری یا ریلوے بورڈ کہیں نہیں آتے - مثال کے طور پر یہ کہنا چاہتا ہوں - میرے پاس ریلوے منسٹری کا یا ریلوے بورڈ کا جون ۱۹۵۰ء کا ایک پروپوزل ہے - آپ سنکر حیران ہونگے کہ اس میں جو چھ زون سب سے پہلے مقرر کئے گئے تھے ان کے بارے میں تجویز یہ تھی کہ ایک کا ہیڈ کوارٹر مدراس میں ہو - ایک کا بمبئی میں - ایک کا جودھپور میں - ایک کا کلکتہ میں - ایک کا ناگپور میں اور ایک کا دہلی میں - یہ چھ زون مقرر کئے گئے - مگر بعد میں جب یہ سوٹیبل (suitable) نہیں سمجھے گئے تو جودھ پور کو بمبئی کے ساتھ ملا دیا گیا - اس طرح کی ایک اور تجویز ہے جس کا ذکر شری شیاما پرشاد مکرجی نے کیا تھا - اور چونکہ یہ بڑا اہم انقلاب ہے جو ریلوے کے نظام میں لایا گیا ہے اس لئے اس کا چرچا ہونا بڑا ہی ضروری تھا - مگر بعض ممبران کی طرف سے کچھ ایسی باتیں کہی گئی ہیں جن کا یہاں ذکر کرنا بڑا ضروری ہے - ڈاکٹر شیاما پرشاد موکرجی نے بڑے ایجیٹیٹیڈ موڈ (agitated mood) میں ہاؤس میں اس کا تذکرہ کیا ہے کہ ریلوے منسٹری نے یا منسٹر صاحب نے اپنے اس پہلے فیصلے کو جو انہوں نے ریلوے کے نارتھ ایسٹرن اور ایسٹرن دونوں ہیڈ کوارٹرس کے کلکتہ میں رکھنے کے لئے کیا تھا کسی خاص پریشر (pressure) کے ماتحت بدل دیا ہے - میں یہ عرض کرنا چاہتا ہوں - جناب والا - آپ کی اجازت سے کہ سوچنا یہ چاہئے کہ اس میں ریلوے منسٹری یا ریلوے بورڈ کا کیا قصور ہے - بہت سے پروپوزل (proposal) ایسے ہیں جن کی میرے ہاتھ میں کاپیاں ہیں اور جو وقتاً فوقتاً ریلوے بورڈ کی طرف سے یا ریلوے منسٹری کی طرف سے پروپوز (propose) ہوتے رہے ہیں - مجھے پچھلے کچھ سالوں سے ریلوے ایڈوائزری کونسل (Railway Advisory Council) کا ممبر ہونے کا فخر حاصل ہے - میں واقعی طور پر اس ہاؤس میں عرض کرنا چاہتا ہوں کہ جو تجویزیں یا پروپوزلس منسٹری

بھی دکھائی گئی تو ہم وہ انگلی کاٹ لینگے - تو یہ کوئی مناسب بات نہیں ہوگی - کیا یہ کوئی پارلیامینٹری طریقہ ہوگا بحث کرنے کا کہ اس ہاؤس میں دھمکیاں دی جائیں کہ اگر ہماری بات نہیں مانی گئی تو ہم یہ کر دینگے - یا اگر ہماری بات نہیں مانی گئی تو ہم اس قسم کا خیال لوگوں میں دینگے - ہاؤس کے اندر اور ہاؤس کے باہر جو اس قسم کی باتیں ہو رہی ہیں ان کو کسی طرح بھی ڈماکریٹک (democratic) نہیں کہا جا سکتا - اور نہ یہ کوئی جمہوریت پسندی کی بات ہے - بات تو بالکل سیدھی ہے - جو فیصلہ کیا ہے وہ ایڈوائزری کونسل نے کیا ہے - میں اس فیصلے کے اچھا یا برا ہونے کے متعلق کچھ نہیں کہہ رہا ہوں - جہاں تک ری‌گروپنگ کا سوال ہے اس کی ڈاکٹر شیاما پرشاد مکرجی نے بھی حمایت کی ہے - ان کا صرف کہنا یہی ہے کہ کلکتہ میں ہی دونوں ہیڈ کوارٹر کیوں نہیں رکھے گئے - کسی نے کسی سے پوچھا کہ دو اور دو کتنے ہوتے ہیں تو اس نے جواب دیا کہ چار روٹیاں - کیونکہ اس بھوکے کو تو روٹیوں کا ہی خیال تھا - اس طرح ڈاکٹر شیاما پرشاد مکرجی کا خیال کلکتہ کے گرد گھومتا ہے - اس بات کا اس بھجے سے ذکر کرنا ٹھیک نہیں ہے -

پہلے ریلوے منسٹری کی یہ تجویز تھی کہ کلکتہ میں دونوں ہیڈ کوارٹر رکھے جائیں - مگر ایڈوائزری کونسل نے اسے منظور نہیں کیا - اس میں کوئی پریشر کا سوال نہیں ہے - کیا شری شیاما پرشاد مکرجی یہ خیال کرتے ہیں کہ یو - پی (Uttar Pradesh) والوں کو اپنا درشٹی کون یا پائنٹ آف ویو (point of view) رکھنے کا کوئی حق نہیں ہے - یو - پی - میں ریل کا سات ہزار میل لمبا ٹکڑا ہے - تو کیا سات ہزار میل والوں کو کوئی حق نہیں تھا کہ وہ وہاں اپنی کوئی تجویز پیش کرتے - اس میں - جیسا کہ انہوں نے کہا - آربٹریری ایکشن (arbitrary action) کا کوئی سوال نہیں ہے - میں سمجھتا ہوں کہ آربٹریری ایکشن کا پارٹ تو آنریبل میمبر شیاما پرشاد مکرجی نے یہاں ادا کیا - جب کہ انہوں نے بڑے ایجیٹیٹڈ موڈ میں اور ان کے بعض ہم خیال ممبران نے بھی دھمکی کے لہجے میں کہا ہے کہ اگر کلکتہ میں دونوں ہیڈ کوارٹر نہ رکھے گئے تو ہم یہ کر دینگے وہ کر دینگے - میں کہتا ہوں کہ یہ باتیں اس ہاؤس میں نہیں کرنی چاہئیں - کل کو کوئی یو-پی- کا میمبر کھڑا ہو کر یہ کہہ دے کہ اگر گورکھپور کو ہیڈ کوارٹر نہیں رکھا گیا تو ہم یہ کر دینگے - یا ادھر شمالی ہند کا کوئی باشندہ کل کو کہہ دے کہ اگر دلی کی طرف انگلی

انہوں نے کہا کہ موجودہ تجویز میں مغل سرائے پر ویگن انٹر چینج میں رکاوٹ ہوگی خالی ویگن کے معاملے میں دقت ہوگی - اور اس سے مال کے آنے جانے میں رکاوٹ ہوگی - شمالی ہند میں کوئلہ پہنچنے میں دقت ہوگی - میں ذاتی طور پر اس بات کو نہیں جانتا - مگر آنریبل منسٹر سے درخواست کرونگا کہ وہ اس بات پر روشنی ڈالیں - میں تو سمجھتا تھا کہ ایک اسسٹنٹ ڈائریکٹر مغل سرائے میں رکھنے سے یہ انتظام ٹھیک ہو جائیگا - مگر پھر بھی اگر ان کا یہ اعتراض ٹھیک ہو اور اگر ری‌گروپنگ کے بعد کوئی ایسی رکاوٹ پیدا ہوئی ہو تو آنریبل منسٹر صاحب ہی اس پوزیشن میں ہیں کہ وہ اس کو اچھی طرح واضح کریں -

(*English translation of the above speech*)

Giani G. S. Musafir (Amritsar): Sir, the discussion on the Railway Budget has been going on for two days and I would not have stood up to take the time of the House had any hon. Member said what I intend to.

Regrouping has figured very prominently in the discussion. It had to because by this a revolution has been brought in the organisation of the Railways. Certain remarks made by some hon. Members have necessitated my making a mention of these matters. Dr. Syama Prasad Mookerjee has remarked in an agitated manner that the Railway Ministry or the hon. Minister has reversed the decision of establishing the headquarters of North Eastern and Eastern Railways in Calcutta under some pressure. Sir, with your permission, I would like to ask as to how the Railway Ministry or the Railway Board can be guilty of what they have been charged with. I have copies of proposals which have

[گیانی جی - ایس - مسافر]

میں پوچھنا چاہتا ہوں ان صاحبان سے جنھوں نے کہ ری‌گروپنگ کا ذکر کیا ہے - اور اس پر اعتراض کیا ہے - کہ کیا وہ کوئی ایسی اچھی اسکیم پیش کر سکتے ہیں اور یہ دعویٰ کر سکتے ہیں کہ اس اسکیم پر کوئی اعتراض نہیں کریگا - کل ہی یہاں ایک آندھرا کے آنریبل میمبر صاحب نے اس بارے میں ذکر کیا تھا- انہوں نے کئی اسٹیشنوں کے نام لئے تھے اور کہا تھا کہ آندھرا کا بھی ایک زون بنایا جاوے - میں نے پنجاب کے کسی ورناکیولر اخبار میں پڑھا تھا کہ دہلی کی جگہہ چلتی گڑھ ناردرن ریلوے کا ہیڈ کوارٹر ہونا چاہئے - تو میں سمجھتا ہوں کہ کوئی بھی اسکیم بنائی جائے اس پر اعتراض ہو سکتا ہے - اور کوئی بھی اعتراض کر سکتا ہے - تو جو چیز بڑی محنت سے اور بڑے تجربہ کے بعد بنائی گئی ہے اور پھر اس پر ایڈوائزری کاؤنسل میں وچار کیا گیا ہے کہ جسے اس پارلیمنٹ نے ہی نامزد کیا ہے - تو اس پر اگر اعتراض کرنا بھی ہے تو مناسب طریقے سے کیا جائے - میں یہ چاہتا ہوں کہ یہ جو ری‌گروپنگ کی اسکیم بنائی گئی ہے اور پاس کی گئی ہے اس پر ہر حالت میں تجربہ کرنا چاہیے -

تیسری بات ڈاکٹر مکرجی نے مغل سرائے کے بارے میں کہی -

been made by the Railway Board or the Ministry of Railways from time to time. I have had the honour to be a member of the Advisory Council for Railways for the last few years. I want to submit that the proposals put forward by the Ministry were discussed in the Advisory Council. The proposal to have two headquarters in Calcutta, was the only one which was not amended by the Council. Some proposals were amended by the Ministry after due consideration and others were amended by the Council. The final decision used to be taken by the Advisory Council, appointed by Parliament. I think that the decision of the Council is the decision of Parliament itself. The Ministry of Railways or the Railway Board do not enter into the picture at all. For example, I have a proposal with me made by the Ministry or the Board in June 1950. You may be surprised to know that the headquarters of six zones demarcated originally, were proposed to be established in Madras, Bombay, Jodhpur, Calcutta, Nagpur and Delhi. But later on this demarcation was not considered suitable and Jodhpur was merged with Bombay. There was another proposal, mentioned by Shri Syama Prasad Mookerjee. The original proposal of the Ministry of Railways was that both the headquarters should be in Calcutta. But the Advisory Council did not accept the proposal. The question of pressure does not arise at all. Does Dr. Syama Prasad Mookerjee think that U.P. people have no right to put forward their point of view? Seven thousand miles of railways lie in U.P. Have the representatives of that State no right to put forward any proposals? There was no question of arbitrary action on the part of the Ministry of Railways in this connection. It was arbitrary on the part of Shri Mookerjee, who in a very agitated manner, threatened with this and with that, if both the headquarters were not located at Calcutta. Some other hon. Members who agree with him, have also held out similar threats. I think such utterances should not be made in this House. It would not be proper if some hon. Member from U.P. were to hold out threats that he would do this or that if the headquarters are not established in Gorakhpur or if some one from North India may threaten with dire consequences if the headquarters is removed from Delhi. It would not be Parliamentary if instead of holding discussion in the House, we come down to threats that we would do this or that or that we would carry a certain impression to the people outside if our demand is not conceded. Certain things have been going on inside as well as outside the House, which cannot be called democratic. The whole issue is simple: the decision has been taken by the Advisory Council. I am not saying anything for or against this decision. As far as regrouping is concerned even Dr. Syama Prasad Mookerjee has supported it. What he complains about is that both the headquarters have not been opened in Calcutta. A hungry man was asked what two and two would make and he answered—"four loaves". In the same way Dr. Syama Prasad Mookerjee's thoughts revolve round Calcutta. One should not adopt such a tone.

I would like to ask the hon. Members, who have found fault with regrouping, whether they can formulate a better scheme which would not be objected to by anybody? Yesterday an hon. Member from Andhra made a mention of the names of several stations of that State and demanded a separate zone for Andhra. A vernacular newspaper of Punjab had written that Chandigarh ought to have been the headquarters of the Northern Railway instead of Delhi. All this goes to show that anybody can find fault with any scheme. If one has to object to a scheme formulated after a lot of experience and work and thought over by the Advisory Council appointed by this House, it should be in a proper manner. I want that this regrouping scheme should be given a trial in any case.

Another point made by Dr. Mookerjee was that the interchange of wagons at the present point at Moghalsarai, would be hampered and the transport of coal to northern India would become difficult. Personally I do not know how matters stand in this regard. But I would request the hon. Minister to throw some light on it. I was under the impression that every thing would be all right if an Assistant Director is stationed at Moghalsarai. However, if this objection is correct and any hindrance is likely to be there even after regrouping, the hon. Minister, alone is in a position to clarify the matter.

Mr. Speaker: Order, order. The hon. Member has taken up his time. Any further continuation of the speech will be a breach of the oral promise given.

Shri Tulsidas (Mehsana West): Sir, I rise to make a few observations on the Railway Budget. First of all I must congratulate the Government for presenting a Railway Budget which shows a very sound financial position. We have to look at the

[Shri Tulsidas]

Budget from this point of view, that the Railway Administration had to undergo a lot of difficulties after the Partition. There was inflation in the country. The Railway Administration had also a lot of difficulties after World War II. Looked at from this angle, the Railway Budget, as presented, shows a really sound financial position.

But the position now has considerably changed. It is high time that the Railway Administration realises that the rates policy which they have been pursuing in the last one or two years is bound to affect adversely the economic position of the country. They have introduced a telescopic system of Railway rates policy, and abolished what they called the Station to Station rates and also the special rates which had been there till 1948. I would like to point out to the hon. Railway Minister that this has resulted in higher cost of manufacture of the different articles; this has also resulted in the higher cost of distribution of the manufactured articles and thereby it has had a certain effect on the cost of living. Besides, we have also to take into consideration the fact that India has now to strive for exports. If we have to regain our position in the export markets, we shall have to consider a considerable change in the Railway rates policy which is now being pursued and we shall have to have special rates; not only special rates, but for exporting certain of our articles, we shall have to give a lot of help and encouragement to the industry so that they may be in a position to compete in the foreign markets. This is one point, which I would like to strongly urge on the Railway Minister for his serious consideration. We have also to take into consideration the fact that the balance of payment position is getting from bad to worse. Unless we export to foreign markets, it will not be possible for us to remain in a competitive position.

Another point that I would like to bring to the notice of the hon. Railway Minister is in connection with the situation on the meter gauge and narrow gauge lines. The position on the broad gauge has been very much improved but the lot of the people who live along and have to depend on the meter and narrow gauge lines is still very sad. Many times no booking is made from station to station on the narrow and meter gauge lines. Also the trains on those lines are packed to the full and I have seen with my own eyes people travelling on the foot-boards and on top of the carriages. It is a very sad situation in those areas. Even though the rates have been increased by 200 to 400 per cent. on goods as well as passenger fares, people feel that they have not been given a proper deal. I would cite the example of the line from Ahmedabad to Mount Abu. There are daily 40 trains running between these two stations and there is only one single line with the result that there are many bottlenecks. It is not possible for people then to have even the essential commodities and the prices in those areas are much higher compared to those prevailing in other areas. This matter should be looked into from the angle I mentioned. There are many commodities which are surplus and selling at very much lower prices but in these areas people have to pay much higher prices, ten to fifteen per cent. more, because they cannot get them as easily as in other areas. I would suggest to the hon. Minister to see whether it would not be advisable to have double line in this meter gauge sector and also provide other facilities for bookings to enable a free flow and movement of goods.

There is another point that has to be looked into by the hon. Minister. We are spending quite a large amount of money on rebuilding and renovating stations. I do not say that it is not required: but this can wait. For if we could spend this money on improving the lines or by laying new lines, that will go much farther in removing the hardships that the people are suffering now.

Commodities like cement and steel which are very essential for people are in short supply and they find it difficult to get them. A very large amount of these is used by the Railways, particularly in rebuilding and renovating stations. This can take place later on and for the present these articles can be used for meeting the necessities of life. There is housing shortage all over the country and if cement and steel could be released for these purposes, that will benefit the people at large. I would like the Minister to consider whether we could not postpone rebuilding and renovating stations to a later date and

in the meantime remove these bottlenecks which create difficulties at the present time.

There is one particular point which I would like to mention. In the suburban trains in Bombay the second class has been removed. Bombay has a very large population of middle class people and this abolition of the second class is a real hardship to them. I would therefore suggest on behalf of these middle class people that the second class should be restored in the Bombay suburban trains and the hardship experienced removed.

Sir, I have stated my points briefly and I shall choose another occasion to make other points which I may have. I thank you for the opportunity you have given me.

Shri Sarangadhar Das (Dhenkanal—West Cuttack): Sir, from the debate that has gone on for the last few days I see that the regrouping of the railways, particularly the Northern, North Eastern and Eastern Railways, has been the *piece de resistance*. However, I do not consider it as important as another matter. So I would dwell on the regrouping of the railways later on.

First of all I would like to speak about the old Pay Commission's recommendations. I see that the railways are making huge profits by raising freight as well as passenger rates. The passengers, the trading people and the consumers are paying heavily, so that the railways earn large profits. Those profits should first of all be utilised in improving the conditions of life of the workers and staff who are engaged in running the railways.

Last year there was a great deal of discussion about this matter and it was pointed out that the Pay Commission's recommendations had not been fully implemented. As far as I remember, the then Railway Minister gave a promise that the dearness allowance or at least a part of it, will be merged in the pay and salaries of the staff or workers and for that purpose a commission would be appointed. I should like to know if that commission has been appointed and what the results of their deliberations are. If such a commission has not been appointed then I must say that the Government, in matters of this kind, where the workers are concerned, make promises knowing full well that they do not want to implement them. I want specifically.....

The Minister of Defence (Shri Gopalaswami): May I mention for the information of the hon. Member that a press note has already been issued saying that Government have decided to appoint this committee.

Shri Sarangadhar Das: If the Government have decided now, they have taken a year to come to this decision. That is the point. I say that the recommendations of the Pay Commission were made five or six years ago and to find that those recommendations have not been implemented even after five or six years is, to say the least, a matter for which the Government cannot be too severely condemned. The sooner this matter is settled the better for all concerned, because there are many categories of workers who have not received the benefits recommended by the Pay Commission and consequently there is much discontent all the time. Every time this matter is brought up, the Government brushes it aside by making some promise or other. This must end.

Then I come to the passengers' amenities, about which a great deal has been said by the Railway Minister. As a traveller myself and having travelled in the hottest part of the country, namely Madhya Pradesh, only a few days ago, I have to ask this pointed question as to where all the money that is appropriated for improving the amenities to passengers, goes, if the conditions continue to remain as miserable as I have found them. I stopped for about two hours in a small station called Piparia. In the upper class waiting room there was a *punkah*, the old style pulling fan; the frame was there but the cloth or the matting that hangs down, that brings the breeze, was not there and there was no *punkah* puller. Now, the money that the upper class passengers are paying.....

The Minister of State for Finance (Shri Tyagi): Did my friend go there in the summer season or in the winter?

Shri Sarangadhar Das: I said 'a few days ago I had been in Madhya Pradesh and that I stopped at Piparia only three days ago for about two hours, and there was no fan, no *punkah* puller.' Then a few hours later I stayed at Itarsi junction. There were no electric fans either in the upper class waiting room or in the staff offices. There is current at Itarsi but no fan was working. I made an entry in the complaints book—I remember the Minister of State for

[Shri Sarangadhar Das]

Railways, Mr. Santhanam last year had said, "Why can't we enter our remarks?" I have entered my remarks there. The station master said for the previous two weeks there had been some engine breakdown as a result of which there was current available only at night time but not during the day. Sir, I am not speaking of my own comfort: I went into the offices and I saw what work the staff was doing. It is impossible in that heat to do any work. You are losing your man-hours by not providing this amenity. Two weeks is too long a period for any breakdown of this sort and if there are no engineers at Itarsi the Railway should arrange to get an engineer from some neighbouring city and set the engine right. Likewise, in other Railways, the Bengal-Nagpur Railway for instance, I see quite often the lights are dim, there are no mirrors in the bathrooms or in the compartments, all kinds of things are missing. If crores of rupees are being spent according to the report, I want to know where the money goes if the amenities that had existed in these Railways five years ago are not there now. I quite admit that ever since I discussed the Railway Budget about three years ago the conditions have improved to some extent, but that is no reason why the administration should be complacent—the administration should be up and doing so that the proper amenities are available for the travelling public.

I now come to the re-grouping of railways. Much has been said by previous speakers, so it is not necessary for me to go into the details of it. But from all the speeches and all the protests of Railway Men's Unions all over my part of the country, that is North-Eastern and Eastern India, it is quite evident that no one is satisfied with the present regrouping. I wish to know, when last January the Railway Ministry had come to a decision and said that that was the best arrangement, whatever the arrangement was, why it was changed only a little afterwards and the bulletin or the White Paper that had been circulated at that time in January was withdrawn. Why should a publication be withdrawn? It can be amended. Why was it withdrawn? I want to know the reason for this. I hold no brief for any of the States, whether Orissa or Bengal or the present premier State of India, but it seems to me that in this battle for getting headquarters in one's own State or elsewhere, we are missing the real point that re-grouping was intended from the very beginning to increase general efficiency and help in operational matters, for example, the ease with which empties can be brought back and loaded wagons can come from the manufacturing concerns or the mines. I believe that these things are being missed, and I have no doubt that there are two particular States the Premiers of which have used political pressure in changing the former re-grouping to suit their purposes. I therefore urge upon the Government that the only solution for this is that the matter should be referred to an expert commission. I do not want, as some of my friends have already suggested, a Parliamentary commission—I want real experts, whether in official life or outside official life, real experts who can go over the matter and so arrange this grouping of the different railways into different zones that there will be better efficiency, economy and ease in operation. With these words, I again urge that this matter should not be brushed aside but should be referred to an expert commission.

10 A.M.

Shri Nevatia (Shahjahanpur Distt.—North *cum* Kheri—East): Sir, I am sure in this House as well as outside there is a large measure of agreement on the basic objectives of our great railway system. The railways are our largest national undertaking, and they should be kept in sound condition. They should serve the passengers of all classes, more particularly the third class passengers who contribute 88 per cent. of the coaching earnings from the passenger traffic, and the traders, industries and persons who offer goods to them for transport, efficiently and at a reasonable cost. They should serve the larger interests of our national economy and help the industrial development of the country as far as possible. Applying the test of the above objectives to the Budget before us, I do not see any justification for the criticism made by some of the hon. Members that the Depreciation and Development Funds accumulated in the railways are unduly large. The capital at charge of the Indian Government Railways is Rs. 862 crores. The closing balance of the Depreciation Reserve Fund is estimated at 101 crores which is only twelve per cent. of the capital at charge. Even if we deduct from the capital at charge certain floating or working capital and calculate the percentage on the balance capital even then I believe the depreciation reserve figure would not amount to probably more than 15 per cent. Now it is the first and primary duty of any undertaking,

whether in the private sector or in the public sector, to see that the capital is kept in sound condition so as to permit replacement when the economic life of the plant, which in this case is the permanent way and the rolling stock, is exhausted. It is well-known that the present price of permanent way materials, locomotives, coaches, wagons and workshop machinery etc. is three to four times the pre-war price. Though in the past three years there have been considerable replacements which have been made by withdrawals from the Depreciation Fund, it cannot be said that we have reached a stage when large-scale replacements would not be necessary. On the contrary it has been stated that replacement dues on 1st April, 1951 are still 25,000 wagons as against normal annual replacement requirements of 5,500 and coaching stock replacement dues were 5,120 as against annual replacement requirement of 600. The depression of the thirties continued up to 1937 and then the war years that followed were largely responsible for this accumulation of replacements. This is a legacy of the past for which the present administration cannot obviously be blamed. As it is considered necessary that the capital should not become obsolete or scrap, it is essential that sufficient money should be made available for replacement in the shape of Depreciation or other Funds.

[SHRI M. ANANTHASAYANAM AYYANGAR *in the Chair*].

There have been criticisms about the dividend paid to the General Revenues. Out of Rs. 34 crores estimated dividend, the Government of India has to spend Rs. 26·35 crores by way of interest charges for the loan advanced, as has been mentioned on page 9 of the Explanatory Memorandum on the Central Government Budget and only Rs. 7·65 crores is the net contribution of the railways to the General Revenues. This works out at less than one per cent. On an investment of Rs. 862 crores, it cannot be said that a contribution of less than one per cent. is excessive. On the contrary, if the same thing had been done in any industry in private sector, it would have been said that that industry was mismanaged and it should be taken over by the Government. If no dividend is paid, then the general taxpayer would have to meet the burden, because these Rs. 26 crores for interest charges will have to be found in any case and it will mean that the community as a whole would have to pay it. Further, the omission of the net contribution of Rs. 7·65 crores made to the General Revenues would also have to be met by curtailing expenditure, most probably on essential development projects.

Having said so much about railway revenues, I would like to draw the attention of the hon. Minister for railways to traffic earnings. As against an actual figure of Rs. 263 crores in 1950-51, the Budget estimate for the current year is Rs. 298. I am not taking into account the revised estimates caused by the abolition of the inter-railway adjustment system, as I have not got the corresponding figures of actuals of 1951 based on the same accounting system. There has been an increase of Rs. 35 crores in earnings, mostly caused by the increase in passenger fares and the increase in freight on coal and other essential commodities, lumped under the heading of rationalisation and adjustment of freights. If this figure of Rs. 35 crores had been largely reflected in increase in net revenue, there would have been at least some consolation, but I find that, as it is, the net addition to revenue is only Rs. ten crores. There has been increase in ordinary working expenses amounting to Rs. 21 crores. Rs. 3·3 crores of this is due to Rs. five per month increment to labour and Rs. 2·4 crores on account of the increase in freight charges on coal consumed by the railways themselves. Both these total Rs. 5·7 crores. Thus if the increase in the ordinary working expenses had been only Rs. five or six crores, I would not have minded it. But it is of the order of Rs. 21 crores, which is very inordinate. It is unfortunate that a major portion of the increase was obtained by the levy of additional passenger fares and freight charges. It has been mentioned that the abolition of inflated mileage will lead to a loss of Rs. two crores, but the system of inflated mileage has not yet been fully brought into operation. Therefore, I am not taking that into account. I find that the fuel expenses have been increasing every year. This has been admitted in the White Paper and it is said that the Government have appointed a Committee to enquire into the causes. One hon. Member—I think Dr. Lanka Sundaram—said that there was a fall of Rs. ten crores in fuel expenses. That is not a fact. Actually, it is the other way about.

I now come to the railway fare adjustments. It has been said that the increase in fares was required in order to prevent anomalies. I shall take the case of sugar. It is stated

[Shri Nevatia]

that the competitive conditions no longer apply and hence increase in rates caused by abolition of special station to station rates is justified. I have been connected with the sugar industry for the last twenty years. I know that it has been hit very hard by this decision. The protection given to millions of farmers in U.P. and Bihar to market their production of sugarcane in the form of sugar has been greatly reduced if not nullified. U.P. and Bihar produce nearly 75 per cent of All India sugar production. Hence they have to send sugar to distant areas like Malabar, Cochin etc. They have to market it all over India. Only for that reason, the special rates had been introduced and they cannot be condemned as a relic of the past. The abolition of these rates has hit the sugar industry and the farmers of U.P. and Bihar very hard. If only there had been a postponement of this decision for one year, I am sure it would not have been necessary to increase the rates, because there is no longer a seller's market and a buyer's market is fast coming on the scene.

I hope, the Railways would pay more attention to reducing the cost on repairs, because it is only by making savings and increasing efficiency that the cost of working can be brought down and the passengers and those who offer goods for transport can be served efficiently and at a reasonable cost.

In view of the fact that my time is up, I finish my speech.

Shri H. S. Reddy (Kurnool): Sir, let me congratulate the Government on the presentation of this Railway Budget. My congratulations are not based only on financial considerations; they are based also on the policy enunciated and proposed to be pursued by the Government in the administration of railway matters. I refer in particular to the constitution of the Railway Development Fund in 1949 wherein it has been clearly laid down that the railway administration "recognises that the future of the railway development would no longer be conditioned by commercial considerations alone and that the nationalised railways must perforce play a positive role in the economic development of the country irrespective of whether a particular development is going to be commercially feasible and economically possible." I consider that as of very great importance, because the railway is a nationalised undertaking and it is the biggest that the Government of India have today.

Before I proceed to deal with the regrouping of the railways, I should like to say a few words about the remarks made by some hon. Members opposite. One of them referred to the hon. Mr. Santhanam's defeat and said that it was almost a reflection on the policy of the railway administration. May I remind him of and point out to him the success of my hon. friend here, Mr. Natesan, and also Mrs. Chandrasekhar from the Tiruvallur constituency of Madras State? That constituency contains the Perambur and Chulai railway workers—a very large number indeed—and in it my hon. friend Mr. Natesan defeated Mr. Guruswami. I am not bringing this forward as an argument that a question of policy has been approved or disapproved. My only point is that to quote an individual case of defeat or success to illustrate that the railway policy of the Government is good or bad is not the proper way of approach.

Another hon. Member sitting opposite said something about the White Paper being withdrawn. I do not know where he got that information. In introducing the Budget, the Railway Minister specifically referred to the White Paper that had been issued in February last and in fact all the information I am going to give to the House is based on the facts contained in that White Paper. So, there is no question of its being withdrawn and I take it that it stands and the Government also stand by it.

Before I proceed further, I should like to thank the administration for having provided in the Budget for the construction of two over-bridges in the city of Madras. They are very important and essential for the quick communication between one area and the other in that growing city. I should only like to urge that another important bridge that has not yet been taken up be included in the Budget and taken up at least in the future. I refer to the need for an over-bridge connecting the area this side of the High Court with the Fort Area. It is becoming an increasingly important area and I should like to urge on the railway administration to take up this question.

Sir, I come from the Ceded districts—particularly the district of Bellary. I would like to tell the railway administration that some of the

railway stations—many of them—stand as they were constructed. Perhaps, they would form very fine pieces for the Museum that may be put up in the 1953 Centenary celebration that is proposed to be held in Delhi, because they are as old, as unchanged, as they were when they were originally built. Perhaps, that area has not received the attention of the railway administration in the matter of remodelling and improvement and I hope that it will be taken up.

Now, I come to the question of regrouping of the railways. It was pointed out, it was urged, as though that the Government had already taken a decision in the matter and that they went back on the decision that they had made on the 6th of March 1952.

The policy of regrouping of the railways, was put forward and approved in 1950. Subsequently in 1951 the regrouping of the Southern Area was undertaken. It was not as though that there had not been some objections even there. There were, I remember, certain objections raised, but in the interest of national well-being and operational efficiency I believe those objections were overruled and the proposals were carried out as they were then formulated.

The Central Advisory Council for Railways, which is a Committee of the Parliament, seems to have been constantly consulted in the matter of regrouping of railways and to say that the railway administration or the Government have done certain things without consulting the Parliament, or the representatives of Parliament seems to be not correct. From the papers circulated, I find that at the meeting of the 6th March 1952, when the hon. Shri Gopalaswami Ayyangar presided, decisions were taken to have the headquarters of the North-Eastern Railway at Gorakhpur, and the Allahabad Division of the East Indian Railway to be included in the Northern Railway. So far as the Sealdah Division is concerned, it was left open for discussion by the Railway Member with the Chief Minister of West Bengal and other interests concerned and after due consultation the present decision was taken. From the proceedings of the 6th March it was not as though this matter was not discussed at length. There was voting on this question and the decision that has now been taken was taken by a vote—nine to three.

It is therefore clear that the contention that the decision that was taken has been gone back upon by the administration, is not correct, not true. I say if the Government go about changing their decisions about this matter, it is not as though there are not other divisions that will not raise this question. It is necessary that when decisions are taken, as some two friends opposite pointed out, Government must stick to it and pursue it. It is quite possible that pressure might change the attitude, but if the attitude goes on changing due to pressure then the difficulty will be that it will be a bad example and other people might follow suit and agitate for changes. From what I have heard I do not see any real objection from the point of view of operational efficiency or administrative convenience about the division that has been decided. Sir, the need that has been urged for the appointment of a special commission of experts to go into the question, I am not able to understand, because the people who put forward the proposals were experts and the decision was taken by the Central Advisory Council, a representative body of the Parliament. I should think, that it would open up avenues for further discussions being raised and pressure being brought, if the Government go back on the decision that has been taken. I should like to urge that the Government should stick to the decision they have already taken.

Shri Chattopadhyaya (Vijayavada): Sir, may we be allowed to submit that in view of the fact that a large section of the Members of this House are not conversant with Hindi—Members from Andhra, Tamil Nad and even West Bengal and Assam and other provinces—may I humbly request the hon. Minister for Railways to address this House first in English and after that in Hindi?

Shri Gopalaswami: Sir, I have decided to intervene in this debate at this stage, though I am labouring under the disability of not having had the advantage of listening to the debate on the two previous days. I do not propose to traverse all the ground that has been covered in the course of that debate. That will be done by the Minister in charge of Railways.

There is one subject which has loomed very large in the course of these debates. That is a matter in respect of which I know several Members on the benches opposite have fastened the responsibility on my shoulders. As the House knows, I happened to be in charge of this portfolio till a few days ago and the question I am referring to,

[Shri Gopalaswami]

namely the question of railway regrouping, was decided finally during my time. Well, this decision has been attacked on grounds which seem to me to be absolutely without justification. I say that deliberately because I am afraid the opposition to the final decision is not actuated so much by the merits of any case on the other side but is rather the result of a certain amount of dissatisfaction felt in certain quarters that their point of view did not finally find favour with the Government.

Let me elaborate this point. At present according to the regrouping that is in force—and I am confining myself to the North-Eastern and the Eastern Railways—according to that regrouping the headquarters of the North-Eastern Railway have been located at Gorakhpur and the headquarters of the Eastern Railway at Calcutta. The suggestion that has been made is that the first decision was a thoroughly wrong one and that the second decision requires modification to the extent of placing two headquarters and not one at Calcutta. Let us examine this position. What is the North-Eastern Railway today? According to the latest decision it is all a metre gauge system. Everyone will agree that if the boundaries of that Railway should be what they are, the most appropriate location for the headquarters of that Railway should be at Gorakhpur. But it is pointed out that under an earlier proposal it was suggested that in addition to the metre gauge system we should add to this system a portion of the broad gauge system south of the river Ganga, that is the Sealdah Division. And if that Sealdah Division was tacked on to the metre gauge system it was proposed then that the more suitable headquarters would have been at Calcutta.

I want to make the position of the Railway Board and myself perfectly clear in regard to this matter. In January the Railway Board framed a scheme for regrouping which was accepted by me for the purpose of being circulated to State Governments, Chambers of Commerce, labour organisations and the public in order to elicit criticism that went round. And it was said in the circular which sent the scheme round that when the criticisms were received they would be considered by the Railway Board and the Railway Ministry and final proposals would be placed before the Central Advisory Council for consideration. This was done. The Central Advisory Council met on two days, on the 27th of February and the 6th of March. In the interim there was a debate in the Provisional Parliament. I think it arose on the provisional Budget that had been presented to that House.

Pandit L. K. Maitra (Nabadwip): May I correct my hon. friend? The debate that took place was not in the interval between the Central Advisory Council meetings. The debate took place on the 25th and 26th, that is to say the Central Advisory Council meeting came on a day later.

Shri Gopalaswami: I do not think what I said meant anything different. What I said was that the first meeting of the Central Advisory Council was on the 27th of February and the debate was before that. When I mentioned the word interval I meant the interval between the circulation of the scheme and the consideration by the Central Advisory Council. When this debate took place the Central Advisory Council had not considered this scheme, and the debate went on the basis of the scheme that had been circulated. Government had not taken a decision on the criticisms that had been received and no final proposals had been evolved for the purpose of being placed before the Central Advisory Council. It is true that in the course of that debate I did defend the placing of the two headquarters at Calcutta. But I wish hon. Members to remember that in matters of this sort, when a scheme is prepared by experts and sent round for public opinion, it is not always that when Government come to take a decision they swear by whatever the experts may have originally recommended. It is quite easy for hon. Members to make inconvenient quotations from Ministers' previous speeches in order to say that they had changed ground. But what was the change due to? It was due to the public opinion that expressed itself on the original scheme. And when Government placed this matter before the Central Advisory Council that opinion was taken into consideration and discussed at the meeting of the Central Advisory Council. The result was perhaps a modified decision, and even that decision was later on modified in response to further public opinion.

Pandit L. K. Maitra: It was modified further by further public opinion.

Shri Gopalaswami: I will explain. It was said on the other side—in fact one hon. Member for whom I had the greatest respect likened me to the Grand Moghul. In fact he went

further and said that I was not merely a Moghul but a Mohammed Bin Tughlak. Well, you can use words which come to your lips on the spur of the moment, but I expect responsible people of that sort to weigh their words before they use them. What is it that happened? At the meeting of the Central Advisory Council on the 27th of February the main question that was discussed at some length was the dropping of one of the headquarters at Calcutta and locating that headquarters at Gorakhpur. There was a considerable amount of discussion. No decision was arrived at and the Council adjourned to meet specifically on the 6th of March for further consideration of the scheme of regrouping. That meeting took place. At the meeting on the 27th public opinion did find expression through the mouths of various members of the Central Advisory Council. I do concede the position that representatives from Bengal, amongst whom was my hon. friend Pandit Maitra, wanted that the whole question should be postponed.

Pandit L. K. Maitra: Till a new Parliament is formed.

Shri Gopalaswami: Whatever it is. He wanted a decision of the question to be postponed. But the general opinion was that it would not do to postpone a decision of the question but that we should take a few more days' time in order to see whether we could not arrive at a decision. We therefore met on the 6th of March. Meanwhile I canvassed all the expressions of public opinion that I had received, and when we started the meeting on the 6th of March I opened that meeting with the statement that in deference to the volume of public opinion that I had read and the volume that had found expression at the previous meeting of the Central Advisory Council I was prepared to consider the question of changing one of the headquarters from Calcutta to Gorakhpur. I also said that the question of the incorporation of the Allahabad Division into the Northern Railway should also be considered. That also was in response to public opinion. The meeting discussed both these matters and gave categorical decisions on both these points. I do not say that the decision was a unanimous one. The public opinion to which I had referred in connection with these matters has been characterized as some 'pressure' opinion from the U.P. and the Government of U.P. I do not know if the word 'pressure' is the proper word to use. The Government of U.P. and the representatives of U.P. did make representations against what had been put into the original scheme just as in certain other matters the Government of West Bengal and the peoples' representatives of West Bengal made their own representations. I considered all of these. Let me say this: There were two principles which governed my approach to the solution of this problem and I claim that I approached this problem with the most objective of minds, with a desire simply to arrive at a solution which could not be attacked on the ground that it was influenced by bias in favour of the one side or the other, whether the side was one of politics, territory, State or community. I examined all these various representations. I called my technical officers together and asked them: If you give in to public opinion on such and such a matter, are you satisfied that your operational and other efficiency of administration on the railways will not be affected? As I said the question was examined at great length by the Railway Board and their officers and it was only when a particular suggestion was supported by expert opinion that it would not detract from efficiency or operational suitability that I accepted that decision. It is a travesty of facts to say that I gave in on a particular matter, because the Government of U.P. wanted it or the people of U.P. wanted it, just as it would be a travesty of facts to say that I yielded in some other matters to the West Bengal Government or the people of West Bengal because they were people from there and not because of the merits of the change itself. These two things were said at the second meeting of the Central Advisory Council. There was one question relating to Sealdah Division but on that it was not possible to arrive at a final decision, not so much because the material was not there for arriving at a final decision, but because representatives from Bengal on the Central Advisory Council took the rather unhelpful attitude of not pronouncing themselves on it but all the time insisted that the whole question should be postponed altogether. I hope I am not doing any injustice to any representatives.....

Pandit L. K. Maitra: I had put in a minute of dissent in which I made the position perfectly clear, and in which I said that all interests should be considered in the major portion of the proposals.

Shri Gopalaswami: I remember my hon. friend did dictate a few sentences stating his own view of the matter and that went into the record.

Pandit L. K. Maitra: And also two others there.

Shri Gopalaswami: They supported the hon. Member, but the majority of the Council consisting not merely of representatives from U.P. but representatives from all other parts of the country subscribed to the decision that was given.

Shri M. Khuda Baksh (Murshidabad): It now transpires that a member of the Central Advisory Council put in a note of dissent on the last day of the meeting. The papers that were circulated to us do not include that note of dissent. When the proceedings of the meeting were circulated to the members, it was to be expected that the complete proceedings including the note of dissent would be circulated to members.

Shri Gopalaswami: I do not think that we trade on notes of dissent in drawing up the proceedings of the Central Advisory Council.

Pandit L. K. Maitra: Pardon me, Sir. I made a particular request and said that in this matter the views should be given briefly to all members who participated in it including the minute of dissent which I appended. It is not a few lines. It ran to two pages which I wrote at the moment and two members subscribed to it. I suggested that they should be circulated in the form of proceedings.

Shri Gopalaswami: That note might have been included in the account of the proceedings.

Shri Alagesan (Chingleput): I read a portion of the minute which was circulated to members. "The suggestion for the postponement of the consideration of the proposals was put to vote and lost. Messrs. Pandit L. K. Maitra, G. D. Bhatt, S. C. Samanta and Naziruddin Ahmad were the only members voting in favour of it." This is the mention made in the Minute.

Shri Gopalaswami: I say that even if the note of dissent had been included in the proceedings of that particular meeting, it would have made absolutely no difference as to the decision or as to the merits of that decision. We proceeded with regard to the Sealdah Division on the decision of that meeting of the Advisory Council, and seeing that we could not get any help from the representatives of Bengal, we said that the Minister should confer with the Chief Minister of West Bengal and after discussion with him settle that particular matter finally, not only consultation with the Chief Minister of West Bengal but also with the Defence authorities. These two consultations were made and as a result of these consultations, it was agreed that Sealdah Division should be tacked on to the North Eastern Railway. That one pending point having been decided, the whole scheme was put through and the scheme was inaugurated on the 14th of April last by the Prime Minister. Before that date further representations from West Bengal, both from the Chief Minister and the Government and certain commercial and business interests were received and I decided that so far as Allahabad and Sealdah Divisions were concerned, we would defer the implementation of these portions of the scheme till I had had a further discussion with the Chief Minister of West Bengal. The Chief Minister was asked to suggest a date; not only the Chief Minister of West Bengal—I must correct myself—but with the Chief Minister of U.P. and all other interests concerned. The Chief Minister of West Bengal was asked to suggest a date for this discussion and he suggested the 19th of April. A conference was held on the 19th of April. It was attended by both the two Chief Ministers as well as by representatives of business and commercial opinion of both West Bengal and U.P.; there were representatives of Assam, both of the people and the Government. There were certain other representatives as well. . .

Shri Meghnad Saha (Calcutta North-West): May I interrupt at this stage? The hon. Minister has admitted categorically that the opinion of the board of experts was that Calcutta should have two centres. I would kindly ask the hon. Minister to put before this House the opinion of the General Managers and Operating Superintendents. Now, the hon. Member admits that he had called the Chief Ministers of the different provinces to settle this affair. It is quite clear that when you ask the Chief Ministers . . .

Mr. Chairman: There cannot be a speech in the middle of another speech. If the hon. Member wants any explanation on any point, he may ask that.

Shri Meghnad Saha: I am coming to the point.

Mr. Chairman: It should not be longdrawn.

Shri Meghnad Saha: Here is a matter which is supposed to have the final say, from the experts. But, when you are asking the Chief Ministers of four or five provinces to give their opinion, each Minister would like the

headquarters of a zone to be in his own province. Is it not setting up a very dangerous precedent that in these matters which concern the unity of the country, you are asking the provinces for their opinion. We know what the Chief Ministers of the provinces would say.

Shri Gopalaswami: I thought my hon. friend was a very representative democrat. I thought he believed in democracy and I believe he belongs to the most extreme wing of people who claim democracy as their watchword. I am amazed at his proposition. . .

Dr. S. P. Mookerjee (Calcutta South-East): Scientific democracy.

Shri Gopalaswami: I am amazed at his proposition that the opinion of the experts on this matter should be the final word. If so, why is he in Parliament today? Why am I a Minister or my hon. friend the Minister in charge of Railways? The final decision has to be with us. Experts certainly have to be asked for advice and any advice that is tendered by them will be treated tenderly. Certainly, the final decision cannot be left to them.

Dr. S. P. Mookerjee: Completely ignoring their advice.

Shri Gopalaswami: That is why Government took the decision. Otherwise, the Railway Board could have issued orders straightaway.

Shri Meghnad Saha: On a matter like this concerning operational efficiency and business efficiency, the opinion of the experts should be given very great weight. It is quite clear that that weight has not been given and their opinion has been thrown to the waste-paper basket at the insistence of the politicians.

Shri Radhelal Vyas (Ujjain): Are we having Question Hour again?

Shri Gopalaswami: I am sorry if my hon. friend got the impression that any advice that I got from the experts was thrown into the waste-paper basket. On the other hand I made it perfectly clear that when public opinion wanted something different from what the experts had originally recommended, I referred the matter to the experts again and obtained their opinion as to whether operational efficiency or sound administration would be endangered if I accepted the public point of view. Let me say what my policy was in regard to this matter. I put it in one sentence in the speech in which I requested the Prime Minister to inaugurate the scheme.

Shri S. S. More (Sholapur): Is there any time limit for the hon. Minister's speech?

Mr. Chairman: The time limit is there; for the purpose of elucidating the various points that have been made in the House, I am allowing the hon. Minister. A number of hon. Members made this a very important point and the hon. Minister has to explain so that they may be satisfied.

Shri S. S. More: I do not grudge the time given. But, at the same time, the concession should be shown to us also. We have got something substantial to say on this.

Mr. Chairman: If the hon. Member were on this side, the same consideration would be shown to him.

Shri S. S. More: We have no opportunity to reply.

Shri Meghnad Saha: The hon. Minister referred to public opinion. . . .

Mr. Chairman: Order, order. The House has got great regard for the hon. Member. But, let the hon. Minister proceed with his explanation regarding this matter that has been raised in the House. Hon. Members will have many opportunities to speak on this.

Some Hon. Members: But there is the time limit.

Mr. Chairman: Order, order.

Shri Gopalaswami: I put the matter in a nutshell, in one sentence in the speech that I delivered at the inauguration function. This is what I said:

> "Efficiency in operation and sound management are paramount considerations in the administration of Railways and so long as these fundamentals of the Regrouping Plan as a whole are not prejudiced, I would go all out to satisfy local public opinion and make adjustments in details."

That, Sir, is at the foundation of the scheme that has been implemented in regard to these three new zones.

Dr. S. P. Mookerjee: What about public opinion in other areas?

Shri Gopalaswami: I am coming to public opinion in West Bengal. I know my hon. friend is a super-representative of that public opinion

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and I know why he should be occupying the position he is occupying in West Bengal.

I wish to say only this. Let us take the position as it was in relation to Calcutta. The present request is that we should have two headquarters in Calcutta and cancel the headquarters at Gorakhpur. It is based on one very important consideration according to the critics, and that is, that for the trade which flows from Assam, North Bihar and North Bengal into Calcutta and for the trade which flows out from Calcutta to these areas, it is necessary that the headquarters should be at Calcutta. I ask my hon. friends the question, what has been the position during the last five years? Let me ask them that question. The Sealdah Division has been a part of the East Indian Railway. Its connection with the rest of the old Bengal-Assam Railway was snapped at the Partition. This was joined to the broad-gauge system. The rest of it beyond the river was under the Assam Railway. If traffic flowed from Calcutta to and to Calcutta from all these places, it flowed over two systems of railway. What is it that I have done? I retained Sealdah Division where it has been for the last five years. Nobody has during this period ever come to us and said that this should be changed. We did attempt to change it in the original scheme.

Dr. S. P. Mookerjee: What were the reasons for the original change?

Shri Gopalaswami: We listened to public opinion; we looked at it from various other standpoints; we changed our mind. We thought that Sealdah was more properly attached to the broad-gauge system with headquarters at Calcutta. What is it that has happened? You have got to reckon with the same two different railways for this traffic now as you had to do during the last five years. Why is it that you are all so anxious that Sealdah should be put back in the North-Eastern Railway? Six-sevenths of this including Sealdah consists of metre-gauge; only one-seventh is broad-gauge. Even when Sealdah was attached in that way, I contended that the headquarters should be at Gorakhpur because of the predominant interests of the metre-gauge system in that zone. We have taken away the broad-gauge section; we have concentrated all the metre-gauge systems beyond the river in one North-Eastern Railway and we have put the headquarters of that railway at Gorakhpur. Who could object to this commonsense, sensible thing that we have done?

The other thing is, they want two headquarters at Calcutta. What is at the base of this criticism. We had a large number of headquarters, tens of headquarters of Railways in this country. Re-grouping means reduction in the number of headquarters. After consigning the whole of the metre-gauge system into one railway, after putting Allahabad, Lucknow, Moradabad into the Northern Railway, we were left with only a portion of the East Indian Railway and we had to tack on to it the whole of the Bengal Nagpur Railway. We found that there was absolutely no justification for more than one headquarters in Calcutta.

Dr. S. P. Mookerjee: I would ask one question of the hon. Minister. On the 26th February he declared on the floor of the House that Calcutta must have two headquarters and no change would be made. When were all these discoveries made and how, may I ask?

Shri Gopalaswami: The discoveries were made because I am a democrat. Do you want me to play the bureaucrat and stick to a wrong decision, when I come to know it was a wrong decision?

Dr. S. P. Mookerjee: So if the present decision is wrong he will change again.

Shri Gopalaswami: If public opinion to that effect is a reasonable opinion then I will again change.

A great deal has been said about its effect on trade and commerce as also on the staff. Take the business and commercial interests. They had to deal with two headquarters for all the business traffic that flowed into Calcutta and flowed out of Calcutta till recently. They will hereafter have to deal with only one headquarter. Numbers, not a small number, of businessmen in Calcutta have told me, though in private, that the new arrangement is the best, because "we have to deal with only one system and not with two." Why should they object? They have no reason, because they get all their demands satisfied by going to one General Manager.

Then take the effect on the staff. I have given assurances but people have glibly said "We know what these assurances are. They are never implemented", and so on and so forth. It is easy to say all these things

But the assurances are being implemented from day to day and there is nobody who has been sent out.

Then there was the question of promotion. What about promotion? Let me say this. Promotions, so far as Gazetted Officers are concerned, are not governed by zonal considerations. We can shift a Gazetted officer from one zone to another. Nobody can complain, because it is a kind of All-India Service.

Take classes II and III. Class IV you may leave out, because they never get out of either their district, sub-division or at the most their division. Those Divisions have been kept intact in the new system. In class III there might be a few cases of transfer from one Division to another in the same grade. That is a very rare occurrence and in class II there might be a few transfers. The point apparently is that if promotions had to take place the people who have come over from those portions in the E. I. Railway which have been taken away would lose their chances of promotion. But what do you say to the chances of promotion that they have gained by the addition of the whole of the B. N. Railway? Is it really causing them any prejudice, so far as their prospects are concerned? If they are fit, if they are qualified and if their work is good they will get their chances under the new arrangement as well as they did under the old arrangement.

Then why is it that all this agitation is taking place? I personally think that there is nothing of substance in it.

Take for instance the question of Allababad. With regard to coal movements, in the last few weeks in which the new arrangements have been at work, I understand they have produced a very substantial improvement in the position, by making more wagons available for coal traffic. In fact the coal trade has gained considerably owing to the greater ease with which empties could be provided. And we have also, in order to eliminate all possible chances of inconvenience or prejudice, planted an officer of the Railway Board in Calcutta and another officer at Moghulserai, to see that these movements take place with the greatest ease. We planted these Railway Board officers, because wherever two administrations have to coordinate and collaborate for this purpose, it is better that any difficulties that may arise are solved on the spot by an officer who derives his authority from the Railway Board.

11 A.M

Dr. S. P. Mookerjee: This appointment of additional officers will lead to economy!

Shri Gopalaswami: Perhaps my hon. friend will wait till the scheme has been in operation for sometime to see what economy there is. In large administrative reorganisations of this type you cannot at once say "I give you four crores as the economy in this scheme." These things have to settle down and if my hon. friend had only devoted sometime to the study of similar regrouping in other countries, he would have seen what real developments took place in regard to such matters in those countries. I have absolutely no doubt that when this regrouping settles down its full effects will be realised. There will be very substantial economy and I have absolutely no doubt that much sooner than that there will be much greater operational efficiency.

Shri Meghnad Saha: How is it possible in the course of ten or fifteen days to calculate all these figures of economy when they have to deal with enormous masses of facts. I cannot understand it and I deal with figures. You are dealing with figures and how is it possible to examine a huge amount of data and say that so much economy will be effected?

Shri Gopalaswami: I thought theories of Economics were rather the monopoly of my hon. friend and his colleagues in this House. On the other hand, I was basing all my arguments on stark facts.

Dr. S. P. Mookerjee: A democrat's economy.

Shri Gopalaswami: Yes, democratic economy. I am quite prepared to join issue with my hon. friend in the matter of making a comparison between his democracy and mine.

Dr. S. P. Mookerjee: They are poles asunder, completely.

Shri Gopalaswami: I know they are poles asunder. I am perfectly conscious of that fact. That is why when this *hartal* was organised in Calcutta he was able to join up with large numbers and groups who perhaps thought they were giving expression to their resentment against the Congress policy or the Congress Government. They came together. I certainly congratulate him on the manner in which that *hartal* was organised and conducted. There were no untoward incidents but

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the fact that there were no untoward incidents was as much due to our officers having had the strictest possible instructions that they should not give provocation to people who wanted to have the opportunity of being perhaps lathi charged or fired on.....

An Hon. Member: What about Gorakhpur firing?

Shri Gopalaswami: That is a different story. I think my hon. friend Dr. Katju had put the facts before you yesterday.

Dr. S. P. Mookerjee: That is also an expression of public opinion which the hon. Ministers will have to consider.....

Shri Gopalaswami: I think in regard to Gorakhpur . . . .

Dr. S. P. Mookerjee: Not about Gorakhpur alone. I was thinking about Calcutta also.

Shri Gopalaswami: A large section of public opinion in Calcutta was certainly with those who organised the *hartal*. I do not deny it. But I am not prepared . . . . .

An Hon. Member: What sections are with you?

Shri Gopalaswami: I say that the majority of the railway workers were with me . . . . .

Several Hon. Members: No. no.

Shri Gopalaswami: I was studying the situation from hour to hour. I was getting information by telephone from Calcutta and the great majority of railway workers were at their posts ready to do their duty but they were prevented from doing it, merely because of pressure from those outside non-railway workers.....

Dr. S. P. Mookerjee: Absolutely untrue.

Shri Gopalaswami: Those are facts.

Shri Tyagi: When had Dr. Mookerjee joined the railways?

Shri Gopalaswami: These sparrings apart, I ask my hon. friend, Dr. Mookerjee to bring a purely objective mind to bear upon this problem. Let him give up the temptation of referring to Mohammad Bin Tughlak, let him try to understand what my own objectives were and whether I was actuated by any considerations other than the purely objective merits of the problem. Now he says, "What did you do with regard to public opinion in West Bengal"? What did I not do, may I ask him? When the question of Sealdah was referred for consideration I was asked to consult your Chief Minister and I did consult him, and he is as great a representative of public opinion in West Bengal as my hon. friend, Dr. Mookerjee. He first wanted . . . . .

Dr. S. P. Mookerjee: Why not accept his total recommendation?

Shri Gopalaswami: Well, I will come to that. He first wanted Sealdah to be tacked on to the North-Eastern Railway. Well, after discussion and consulting my advisers as to whether it would mean operational inefficiency, when I was assured it would not mean that, I accepted his proposal. Later on, (that conversation was here), he went back to Bengal and a few days afterwards he began expressing doubts about what he had agreed to and he again wanted to exchange views. So in telegrams and letters we exchanged our views and I said, "If you want to reconsider this matter", my own bias had been in favour of keeping Sealdah in the Eastern Railway, "by all means let us have a further discussion." That further discussion was held and it was proposed to me by those who came from West Bengal that Sealdah should be kept in the Eastern Railway. The Uttar Pradesh Chief Minister very strongly advised against that. He said Sealdah must be in the North-Eastern Railway. He looked at it from the merely objective point of view. But there was Bengal wanting it, there were also other considerations which weighed with me and I said, well, if Bengal wants it, that was also my view, that was also the view which the Members of the Railway Board accepted at one time, so let us accept Bengal's view. Does that not show that I paid the greatest possible deference to Bengal's opinion?

Dr. S. P. Mookerjee: Where it suited your convenience.

Shri Gopalaswami: It is not a question of suiting the convenience—if you are going to disown your Chief Minister I have nothing to say.

Dr. S. P. Mookerjee: What about the other portion of his recommendation? Why are you concealing that? Let us have the whole scheme.

Shri Gopalaswami: Well, I did not accept the Uttar Pradesh Chief Minister's contention that the headquarters of the Northern Railway should be at Lucknow. I did not accept his recommendation that Sealdah should be with the North-Eastern Railway, but I accepted his contention

as regards Gorakhpur and Allahabad. Well, in the case of West Bengal I accepted the West Bengal Premier's final recommendation with regard to that—I did not accept the other thing because it went against the fundamentals of my re-grouping scheme. To have had another headquarters would have meant seven zones instead of six. That was one of the very fundamentals of the scheme and I could never agree to that.

Well, Sir, that is all I have to say. A good deal of rhetoric has been spent upon this matter but rhetoric will not solve it. I have absolutely no doubt that the scheme which we have sanctioned, have implemented, should continue and if after working for three or four years you want minor adjustments here and there as they have done in other places we can consider. The basic things like a headquarters at Gorakhpur and a headquarters at Calcutta, and so on, will remain until some revolutionary change takes place.....

Dr. S. P. Mookerjee: Hon. Minister is inviting a revolution.

Shri S. S. More: I have heard, Sir, with the greatest interest and even amazement the speech from the hon. Shri Gopalaswami who was in charge of the Railway portfolio. He has been described here as a sun-dried bureaucrat, but I find that the sun failed to dry some portion of his and there is some raw portion still on which he appears to be hit hard by Dr. Syama Prasad Mookerjee. He resented his comparison with Mohammad Tughlak. I believe if between Mohammad Tughlak and Shri Gopalaswami there is any one who could have any grievance over the comparison it could possibly be Mohammad Tughlak and not Gopalaswami. He was very proud to say and I was very much amused to hear from him that he was a democrat. Well, if you read the proceedings of this House prior to 15th August, 1947, and particularly prior to the transfer of power to the Congress, Members who were sitting on that side, products of British bureaucracy, were never tired of describing themselves as democrats. Maxwells and Griggs, as I have always been saying, were ruling this country in the name of democracy, but it was a democracy made in Britain and developed for the convenience of Britain. There were two types of democracies in this country. From 1885 there was one type of democracy framed by Curzons and Morleys.....

Some Hon. Members: Mores!

Shri S. S. More: ...and another type of democracy—people's democracy—for which the late Dadabhoi Narooji stood, another type of democracy for which the late G. K. Gokhale slaved, another type of democracy for which Bal Gangadhar Tilak, of whom Maharashtra, not only Maharashtra but the whole of India will be very proud, went to jail for many many years. Sir, that sort of bureaucratic democracy we have been habituated to hear about from those benches, but unfortunately the Congress has gone back now on its former conception of democracy and has taken over the conception of the British type of democracy. Consequently the two currents, the British bureaucracy and the Congress autocracy are now flowing together like the Ganges and the Jumnas.

I never wanted to intervene in this debate but I was persuaded to participate by the Ministers, who have been telling us Members of the Opposition that we better study the whole thing objectively and do not indulge in irresponsible criticism. Unfortunately, from what little knowledge I possess of the parliamentary democracy that has been prevailing in this House I find it is the unfortunate lot of the Members of the Opposition to be styled as an irresponsible lot. I will quote you one instance from the Congress history. In 1925 when Sir Charles Innes placed his Budget—that was the first Budget separated from the General Finances—Pandit Motilal Nehru rose in indignation and moved a motion for refusing supplies; when he was on his legs one Mr. K. Ahmad interjected and said, "You are running down the British bureaucrats, would you do without them?" Panditji said, "I shall place you in charge of the portfolio if Sir Charles Innes left". And what did Mr. K. Ahmad say? Pandit Motilalji was sitting on this opposition side, and I believe that the Pandit's soul must still be hovering on this side and not on that side. What did Mr. Ahmad say? He said, "The Swarajists' are an irresponsible body". We are now dubbed the same way, but with some sense of pride I would say that it is we who are carrying on the valiant tradition of Pandit Motilalji and Pandit Malaviyaji and giving expression to their utterances and to their points of view and criticism. (*Some Hon. Members:* No, no.). My submission to this House will be that we are trying to study the Budget which has been presented to us as objectively as possible. At least, for my part I have done my best to study it, but I find that this Budget, although it has been introduced by a man who is clad from head to foot in Khaddar,

carries the brand "Made in England". That is the stuff that has been dished up to us. My time is short . . .

Shri Tyagi: You may miss the train if you do not hurry.

Shri S. S. More: Sir, one of the Ministers of State says that I would miss the train. If I only change sides, I would not only not miss the train or the bus, but I may even catch the train of something official.

What sort of a Budget is it that has been presented to us? This is a Budget framed by a bureaucrat, under a bureaucratic system, without any touch of human kindness for the masses. Sir Charles Innes when he made his Budget speech said that he would like to speak just as the Chairman of a Company would be speaking before a shareholders' assembly. The Railway Minister must treat himself as the Chairman of a Company speaking to the people of his shareholders. That sort of mentality is not to be seen here. Possibly my words may not carry conviction; they may not be effective enough properly to describe the Budget. Therefore, I would quote for the enlightenment of those Members who are sitting on that side the precious words of Pandit Motilalji.

Pandit Balkrishna Sharma (Kanpur Distt.—South *cum* Etawah Distt.—East): All right, quote the scriptures.

An Hon. Member: Where will the devil go?

Shri S. S. More: My hon. friends are hating the scriptures, because they have lost the paradise by this recent fall.

This is what Pandit Motilalji said:

> "The motion for refusal of supplies, as hon. Members will have observed, is intended to draw attention to the general railway policy pursued in this country and to condemn it in the strongest possible manner that is open to the House. I fully realise the grave responsibility that rests upon me in adopting this course, but I do say with the confidence born of deeprooted conviction that it is the right course to follow. The motion is based upon the grievances as old as the railway system itself in this country and the persistent disregard by the authorities of the best interests of the country."

He really meant to say that the bureaucracy had submitted a Budget meant for the exploitation of the country and not for advancing the economic or industrial interests of the country. He had stated that the whole railway system owed its origin to the great desire of the Britishers to exploit this country and the railways were brought over here as a machine of exploitation. The same mentality of exploitation is still there. So many grievances were enumerated then right from 1925 when the Swarajists came to this Assembly till even after 1937. What were those grievances? They were that the third class passenger's interest was not looked after, and that retrenchment was never practised. Even the late Gokhale in 1910 when he was speaking on railway finance said that economy was a despised word. The same thing has been said so many times after him. So many Committees have recommended retrenchment—the Acworth Committee; Inchcape Committee; Pope Committee—In fact, it is difficult to remember and narrate all of them. In spite of their recommendation no retrenchment was practised. On the contrary, expenditure went on mounting up. Those who are bridge-players will know that when one is in difficulty or in doubt, one is advised to play trump. Similarly, whenever the railway administration was suffering from deficiency of funds, or from bloated expenditure, it raised the fares and the freight charges. Dadabhai Naroo-ji had said many times that the greatest problem was the poverty of India and that the railway system was not designed to remove that poverty but to make the people more and more poor. That is exactly my submission. [redacted] my time is nearing!

An Hon. Member: You will die a glorious death.

Shri S. S. More: When I say "my" I am not referring to myself, but I am meaning the Congress, Sir.

Another Hon. Member: It is an afterthought.

Shri S. S. More: There are many afterthoughts. Even Shri Gopalaswami said that he had some afterthoughts from which he suffered and he changed his decisions regarding regrouping. Ministers change. But when they change it is called democratic change but when we on this side change, it is said to be an afterthought. That is the peculiarity of our situation.

My submission is this. The present Budget which runs into Rs. 282 crores is framed not for the good of the country but for bleeding the country white. The third class passenger's grievances have not been looked into. Freights have been increased and have gone on increasing. Though some hon. Members like Shri Somani and Shri

Tulsidas Kilachand represent industry here, I may say that the Railway Budget is not framed in the interests of the industry either. A very distinguished Indian—the late N. C. Kelkar—when he was here said that the Budget of 1925-26 was fashioned in a "unswadeshi" manner. The same *unswadeshi* manner prevails even now though the Congress people who championed the *swadeshi* movement are there to carry on the administration. The Congress is notorious now for breaking its pledges and this is one of the main instances which we can cite to the people.

Sir, I shall make more detailed comments on the different points when the cut motions are taken up and for the present I shall conclude by saying that this Budget is nothing but the product of a British bureaucrat and this British bureaucrat still lingers in this country, though not physically, at least mentally.

Mr. Chairman: Mr. R. K. Chaudhury.

Dr. S. P. Mookerjee: Is it an afterthought, Sir?

The hon. Member is occupying the Opposition bench.

Shri R. K. Chaudhury: Sir, I was invited.

Dr. S. P. Mookerjee: By the lady Member next to you?

Shri R. K. Chaudhury: Sir, I was invited by a spider and although I am a small fly I have come here by invitation and I thank my host.. (*An Hon. Member*: Host or hostess?) .....and my stars. Sir, my auspicious day begins from today.

Dr. S. P. Mookerjee: And perhaps also ends today?

Shri R. K. Chaudhury: Today I have been fortunate enough to put as many as three questions and I have now got a full-fledged opportunity of making a speech in this House. Hitherto, I had used this august Chamber as a bed-cum-sitting room: bed because I used to spend most of the time dozing and sitting room because I had the opportunity of speaking to my neighbours now and then, and now and then I had very noble neighbours! Sir, in our part of the country, whenever we are in difficulty, whenever a plough bullock is lost, whenever there is a quarrel between the husband and the wife and the wife in anger goes away to her parents' house or the husband in anger deserts his wife; whenever there is a very difficult litigation or examination, we worship the god Satyanarayan and we get immediate results. Sir, I have prayed more and more daily to Satyanarayan here. I do not know whether it is to god Satyanarayan or to you that I owe this opportunity to speak.

Sir, the speech which was delivered by the hon. the Railway Minister was noted for its brevity and its conciseness—the House was deeply impressed by it. We had not the good fortune of meeting our Railway Minister before, but recently I had an opportunity to meet him and judging by the way in which he disposed of our deputation I think his cardinal characteristic is brevity. Just observe his answers to our questions as well. There is no doubt that in every respect he is the shortest man in this House. You will note, Sir, that in this world it is the shortest men who achieve the greatest distinction. Nepoleon —even our great leader, Mahatma Gandhi—was not a very tall man. And the courage which the hon. Minister has shown by not having any Minister of State in his Department shows that he is going to win the distinction, the whole credit of the administration, for himself.

So far as the regrouping question is concerned, there is no doubt that it is a settled fact. The words "settled fact" is a relative term. The partition of Bengal was said to be a settled fact by the British Government, but the partition of Bengal had to be unsettled. It all depends on the popular or public opinion, and if there is really the public opinion behind the agitation against regrouping, I am sure the regrouping also will be unsettled. But then, Sir, there should be a genuine movement behind it.

So far as the passengers are concerned, I do not think the regrouping will affect their interests in any way. Their interests may be affected in the matter of carriage of goods; their interests may be affected in several other ways. The whole trouble in the matter of regrouping —I may say it quite confidently and without any fear of contradiction—is the quarrel between the Railway Board and the Railway employees. So far as I can understand, most of the employees, even the highly placed employees, were never in favour of regrouping. So far as I am concerned, it is a settled fact. I was one of those, who along with Pandit Lakshmi Kanta Maitra, had strongly opposed the regrouping idea in the Central Advisory Council for Railways. Up till the 27th of February, the feeling of the Central Advisory Council was definitely opposed to it. Then politics came into the whole picture. The whole regrouping question would have been com-

[Shri R. K. Chaudhury]

pletely thrown overboard if the Railway Board had not agreed to have the headquarters of the two railways at Gorakhpur. It was Gorakhpur which decided the whole question—it was not the merits of the regrouping system which decided it. Influential members, influential Ministers, were prepared to approach the whole question in a different way if Gorakhpur was made the headquarters. In the beginning the majority of the members of the Committee were against it; subsequently the majority were practically in favour of it. I have, therefore, nothing more to say, since Government have accepted it. Our whole contention was that the new Parliament should be allowed to decide this question. But the new Parliament seems to have decided this question already—judging by the majority of speeches made here. There cannot be any quarrel over it now.

Now, Sir, I have perfect confidence in the Railway Administration that as soon as they find that regrouping is not working in the best interests of the country, they will have the honesty to admit that and be prepared to review the whole question. They have done so in the past. The House will remember the question of reclassification. A considerable amount of money was spent on this experiment, but when the Railway Administration found that the experiment did not work well and it was not to the convenience of the public, the system was immediately changed.

Anyone travelling on the railways, should have the honesty to admit that as between 1946 and now considerable changes or improvements have been effected on them. I am concerned with the travelling public than anybody else. I can say without any fear of contradiction that the convenience of railway passengers has increased manifold. There is no doubt about it. The success of the Railway Administration will be decided by the amenities provided for the third class passengers. I for one would not mind the rates being increased, provided we are able to give commensurate amenities to the passengers.

But there are a number of things yet to be done. For instance, although the hon. Minister and the Government are so much solicitous about improving the lot of the women of this country, they are indifferent so far as their travelling convenience is concerned. Compartments have been earmarked for men as well as for women and in some cases a woman is clumsily painted on the door of the women's compartment. I remember in the Constituent Assembly the women said that they were determined not to have any special privileges; but in the matter of travelling, they want special distinction, because their compartments should have a different label so that no ordinary mortal man can get in there. A man like me would not like to travel in that kind of compartment under any circumstances. Let me refer to an ordinary matter of convenience. If you go into a female lavatory—I have seen it from a distance—the doorway is so narrow that once a man like me, or even a woman like my hon. friend on the right, happens to get in, it will be very difficult for them to extricate themselves. I am saying these things in all seriousness. I challenge Shri Gopalaswami Ayyangar to go and inspect one of these lavatories and see for himself. Of course he will say "It is quite good, I can go in and come out any number of times". Of course he can. But what about a man or woman of ordinary size? The present Railway Minister will also probably say the same thing. He will say "It is quite broad, not only can I get in but I can take a companion also with me".

Mr. Chairman: The hon. Member is getting into more of lavatories than arguments!

Shri R. K. Chaudhury: But that is an essential thing, Sir. And the water tap is placed in such a way that you have got to push it by one hand and take water with the other. It is very difficult. One should be tolerant about me. I come from a part of the country where railway trains are even now held up by big tuskers, where wild buffaloes derail a train and where even the tiger comes to the platform and a telegram is sent to the Railway Board "Tiger on the platform, wire instructions". That is the part of the country from where I come. Sir, where there is wonderful cooperation extended to the Railway Department, where passengers not only pay for their travel but also sometimes push the trains in order to make it go upward. That Railway has been recently taken over by the Government and I asked one of the officers whether there would be a change, and he said "No change now. Government expects the same co-operation from the passengers".

Shri Raghavaiah (Ongole): On a point of information, Sir. I would like to know whether the hon. Minister for Railways is prepared to place the report regarding the firing on Gorakhpur workers on the Table of the House.

Since the hon. Minister for Home Affairs yesterday showed signs of reluctance to place it on the Table, I would like to know from the hon. the Railway Minister whether he would accede to the request of the Members expressed yesterday.

Shri Venkataraman (Tanjore): On a point of order, Sir. May I know whether it is open to any Member to raise the same subject which has been discussed in a half-hour discussion in the House yesterday and say again that it should be placed on the Table?

Mr. Chairman: The matter that has been referred to is already covered by the proceedings that took place yesterday. Hon. Members can make a suggestion and leave it to the Government to accept or not to accept it. It was done yesterday again and again. They cannot bring up the same matter today.

Dr. S. P. Mookerjee: It was accepted yesterday by the Home Minister that the report from which he read extracts would be laid on the Table.

Mr. Chairman: I am sure that will be given. The Speaker observed that whatever document is referred to must naturally be placed on the Table of the House. I think the convention will follow.

Shri Punnoose (Alleppey): Sir, after all that has happened in the last one or two hours I feel it would be rather improper to go on speaking for a long while. My friends on this side of the House have explained clearly though briefly our attitude towards the Railway Budget. Therefore I will confine myself to one or two points.

Permit me for a moment to look at the Budget from the angle of the State from which I come, from the interests of the people who have returned me to this House. Travancore-Cochin is a State 9,000 square miles in area. It is one of the most thickly populated States. I mean the density of its population is beyond comparison with any other part of India. It is 1,300 per square mile. The British who were managing the railways in this country, having understood at a very early stage the industrial potentialities of Kerala, had been consistently refusing the benefit of having adequate railway lines in Kerala, with the result that the railways play a very insignificant part in the national life of Kerala. In Kerala we have got commercial crops, mostly from the *ghat* regions, and coconut products and coir products of the coast. There is also the very valuable mineral sand mentioned by my hon. friend here. It is very very strange that none of these producing areas is linked to the central port through which all these commodities are exported, I mean Cochin. None of these producing areas has got a rail link. Well, it was hoped against hope in the past that the Congress Government having come into the saddle will revise the objectives of the railways in the country and that the people of Kerala will be given the facilities of railway lines. We thought that amounts would be made available, amounts kept away purposely and in a calculated manner by the British Government. But what is the allotment? There is the allotment of Rs. 3·9 lakhs towards railway extensions in Kerala. I am only voicing the feelings of my people there, of the whole State, the people of Kerala, the Malayalam speaking people, when I say that this Rs. 3·9 lakhs is an index of the callous indifference that this Government, the Congress Government, is showing to the national minorities.

Then I have to say a word or two about the amenities to third class passengers. The question of amenities to third class passengers has been there for all these years. Their privations, their bug-ridden compartments, their insanitary latrines (just now vividly described by my friend) all these things are as old as the railway itself. I remember the occasions when Congress Members, while they were sitting on this side of the House, used to raise a storm over these questions and point their finger to the British Government asking for a just deal to third class passengers. Now there is a tendency to laugh when those old things are referred to, which was also the case when Pandit Motilal was quoted by my hon. friend Com. More. What is the overall picture today? What have you done? You have been for five years ruling this country. What have you done for the third class passengers? The Railway Minister will say "I have got Rs. three crores allotted for travel amenities". Rs. three crores look big enough but my hon. friend, Com. Nambiar worked it out as six pies per head. Let us look at some of the items: (1) Kishanganj, North-Eastern Railway. It is proposed to provide additional facilities for passengers and a certain amount is allotted. (2) Sholapur, Central Railway: It is proposed to provide improved facilities to the travelling public. The first item speaks of "additional facilities" and the second of "improved

[Shri Punnoose]

facilities". In the third item it is proposed to provide "better facilities" to the travelling public. This may mean anything or nothing. The fourth item says that it is an important pilgrim station and is visited by tourists and pilgrims from all over India. Therefore, they want Rs. 4·50 lakhs there. In the 9th item—Phulera, Western Railway—it is proposed to cover the platforms in order to provide shelter to the travelling public against sun and rain, and Rs. 2·50 lakhs are needed. The provision is Rs. one lakh. Rs. 2·50 lakhs are required, not for any other amenity but for the immediate requirement of sheltering the public from rain and sun, but Rs. one lakh is provided. What is all this? It will be a problem in mathematics to calculate how many centuries it will take at this rate at the rate of six pies per head to provide a tolerably good condition of travel for the third class passenger. This is the condition of the third class amenities, but what about the fares? In 1949-50 these fares were raised. The third class passenger had to pay 20 to 25 per cent. more. The hon. Mr. Gopalaswami Ayyangar will not call it an enhancement of railway fares. He will say it is "a minor adjustment of fares". He will never say that the rates were increased but only "a minor adjustment of fares", he will only term it like that. Why was the fare raised? The hon. Mr. Gopalaswami Ayyangar was saying that the woeful difference between the rates and fares and the cost of running the trains had to be bridged and therefore this minor adjustment of fares was made. Even granting the soundness of that argument as the head of the "most magnificent national asset", as he himself terms it, he ought to have calculated and considered the purchasing capacity of our masses and the taxable capacity. He did not do that. He straightaway launched on the scheme of enhancing the rates and what is the result today? The third class traffic has declined by 4·2 per cent. and Mr. Gopalaswami Ayyangar, the clever man that he is, had tacitly, though not clearly stated in the White Paper that the enhancement of the rates and fares has adversely affected the total income. Therefore it is not only sound politics but good business for the Railway Ministry to retrace their steps and restore the fares as they existed in 1949.

With regard to the lot of nine lakhs of railway workers.—I will not enter into details—I am taken by surprise. I am most worried when I see how adamantly the Railway Ministry clings to the national security rules, a set of rules about which any democratic Government should be ashamed. Even the Congress Government of 1952 should be ashamed of it; it is very arbitrary and it is very much resented by the workers and a great volume of public opinion is against it. But Government are carrying on with it. The High Court of Madras had given a judgment and still 300 workers are kept away from their jobs and they are not taken back. With a sense of strong protest I present this case before the Ministry. These workers should be immediately taken back, and this disdainful law should be scrapped.

Pandit L. K. Maitra: Sir. I am afraid I have been called at a time when I will have to rush through the observations that I propose to make in connection with this question of regrouping of Railways. We had a very elaborate speech from my hon. friend, Shri Gopalaswami Ayyangar, who defended the railway regrouping system with all the emphasis that he could command. That lays on me a grave responsibility. I feel that I owe it to myself and to my Constituency and to the country at large to tell as objectively as possible what had happened with regard to this regrouping of railways. I was one of those who from the very beginning opposed the regrouping of railways on the main ground that the time was not opportune for introducing such revolutionary changes in the railway organisation of the country. The railways had been shattered owing to tremendous wear and tear during the last great war. Thereafter came the partition and it is only by artificial means that we kept it rejuvenated, by enhancement of fares, not only once, but twice on an enormous scale. We were hit hard as a result of the partition of the country. I therefore thought and do feel even now that such a large scheme of railway integration—it is not everywhere case of integration pure and simple, but one involving fragmentation in some cases, cutting certain important railway administrations into bits—should not be rushed through. When this matter came up in February last, I could sense, when Shri Gopalaswami Ayyangar was defending that the proposal for the location of headquarters of the North-Eastern Railway at Calcutta, that it was resented by my friends from U. P. and Bihar. I think it is quite natural on their part to do

so. They had for the last 64 years at Gorakhpur the headquarters of the Bengal North-Western Railway and suddenly it was proposed to change it. I could scent it. Therefore, I tried to contact my friends, as many as possible, not only members of the Advisory Council but also the members of Parliament, and told them,—this Parliament was dying, it was going to be prorogued on the 5th of March, the elections had taken place, that a fresh Parliament was coming into being, and a new Advisory Council was going to be set up; so let the whole question of regrouping be postponed now and taken up later on and a decision reached thereon. That was the stand that I took, and I had the concurrence in this of most of my friends in the Advisory Council,—that the consideration of the whole thing be deferred for the present till the new Parliament was formed.

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): May I say that I was a member of the Central Advisory Council. The question of deferring the scheme was supported by three Bengalee members only. Not a single member from any other State concurred with the views. Members from all over India were definitely opposed to that view.

Pandit L. K. Maitra: I am not saying only about what happened in the Advisory Committee. I refer to my discussion with my friends outside, friends in the provisional Parliament whom I contacted. I felt very sorely on this question.

An Hon. Member: Even this Parliament may have taken the same decision.

Pandit L. K. Maitra: On the 25th and 26th of February, this question of regrouping was mooted in the House but throughout the original scheme as given in the Printed Memorandum was defended vigorously by Shri Gopalaswami Ayyangar and Shri Santhanam justifying the location of headquarters at Calcutta. It was their doing. It was the Railway Board experts' opinion and they stuck to it, not only during the Budget debate on the 25th and 26th of February but also when it came up before the Central Advisory Council for Railways on the 27th. Then also I insisted that as it was a major administrative reform of far-reaching consequences it should be postponed till the new Parliament and the Central Advisory Council met after three or four months. After some discussion, the meeting was adjourned to the 6th March. On the 6th March, at the very outset we got an announcement from the Railway Minister that in response to public demand, the headquarters of the N.E. Railway would be transferred from Calcutta to Gorakhpur. All requests to defer consideration of the scheme were rejected. It is all in the proceedings of the Central Advisory Council for Railways circulated to the hon. Members. Again, at the request of some the Allahabad Division originally included in the Eastern Railway was transferred from it to the Northern Railway. I have no grouse on that if it is justified on merits. But my point is this. Railway Divisions are not chattels or movable properties of anybody of which he is free to make presents. Some one requests, give me this Division and he is given that; some other body comes and asks, give me that Division and it is given to him! The interests of the country as a whole have to be kept prominently in view in dealing with the re-grouping of railways. This indecent haste or wanton method is absolutely unjustified. That was my point. I wrote out a strong minute of dissent; two other Members joined me. I was outvoted in that meeting. I am only making a factual statement and nothing else. The curious part of it, as was admitted by Mr. Gopalaswami Ayyangar is, that I urged that the whole minute of dissent should form part of the record of the Proceedings of the Central Advisory Council for Railways so that all might know exactly what was at the back of our minds, when I was opposing the modified proposals and pressing for postponement of consideration of the whole scheme. I was not fighting for Calcutta or Gorakhpur. Nothing of the kind. I only stressed that the whole scheme with the modifications announced should be discussed afresh by the newly elected Parliament in the light of criticisms offered in the mean time by all interests concerned. These major modifications of the Scheme, which were suddenly announced to us, were never before the country. Trade interests, commercial interests, labour unions and provincial Governments had no opportunity to have their say between the 27th of February and the 6th of March. Therefore my case was that consideration should be deferred. About Gorakhpur, let me tell the House frankly, and particularly my friends from U.P., that I have no quarrel with them. Let them have it by all means. But, the point is that the needs of trade and commerce of West Bengal can never be met by one Railway Headquarters at Calcutta. You must not forget that notwithstanding the fact that West Bengal today

[Pandit L. K. Maitra]

12 Noon

is the smallest province in area in the whole of India, it is the most industrialised province in the whole of India. It has more than 25 per cent. of the total industries of the country.

Shri A. C. Guha (Santipur): Much more; it is 50 per cent.

Pandit L. K. Maitra: Calcutta is handling 50 per cent. of the whole seaborne traffic of India. The Britishers shifted the capital from Calcutta to Delhi; but they did not shift the commercial capital from Calcutta. Three railway headquarters were there till the other day. Now one headquarters can never adequately serve its interests. Today, the Calcutta port has to cater to the needs of 50 per cent. of the people of this country. Should considerations of free flow of trade, commerce and industry be sacrificed to any other consideration? Even if you had any other consideration in view, by waiting for two or three months, nothing would have been lost. What was this unseemly haste for? On 17th March, the Calcutta Local Advisory Council of the East Indian Railway met and a unanimous resolution was passed requesting the Government not to rush on with this scheme. It was strongly opposed to the hasty and haphazard implementation of this re-grouping scheme. Nobody knew at the time what exactly was the final state of it. The Scheme was changing from day to day, even from hour to hour. Up till the moment of its final implementation on 14th April, we had no clear idea of what exact shape it was. The Ministry had five weeks between 6th March and 14th April and it could not be said that they could not ascertain public opinion. On the other hand, provocative statement after provocative statement came from the ministerial side. They said, West Bengal's opposition was a provincial cry, it was a parochial cry. My hon. friends in this House will never charge me with provincialism. Let the U.P. have two headquarters. I do not grudge that. Naturally, they can claim that because they constitute one-fourth of the whole territory of India, and it is the biggest province. But, do not sacrifice the trade and commerce interests of this country to other considerations. West Bengal is fading out of the political picture of India. But the City of Calcutta is a cosmopolitan city. It is not a Bengalee city. I am proud of that. More than a third of the population of Calcutta is non-Bengalee; I am proud of that. Particularly, the trade and industry of the city of Calcutta is in the hands of non-Bengalees. Are all these people parochial? Are only the Bengalees fighting against this? Look at the volume of opposition. All the Chambers of Commerce in Calcutta including the European, Muslims, Marwari Chambers of Commerce, every labour organisaton, every trade union, the West Bengal Government, the West Bengal M.Ps. have opposed that. I am not including in this list the vast body of leftists who have taken this opportunity to combine together to give the Government a stiff fight on this issue. They did it rightly and peacefully too. I therefore suggest that in this matter the new Minister for Railways should not have a closed mind, in view particularly of the pressing and united demand from all sides. The workshops at Kanchrapara, Lilooah, Jamalpur and the signals workshops at Howrah give employment to 60 per cent. of the people from Bihar and U.P. It is not a case of Bengalees alone getting jobs. Let there be no mistake about it. You yourself have raised the bogey of provincialism and parochialism, and ask me to defend myself against that charge. I am the last person to make myself amenable to this. The boot is on the other leg. I appeal to the hon. Minister. He is new to his job. I know he has been harnessed with a very embarrassing legacy from his predecessor in office. Let not his shadow haunt him. Let him rise to the occasion. The essence of democracy is that public opinion should be respected. When there has been a united opposition from every side on this issue, it is time that public opinion is given due consideration. I again appeal to him to rise to the occasion and carefully consider the question of locating two headquarters at Calcutta as demanded, and to consider also the justifiability of truncating the most magnificent railway system in India, viz., the East Indian Railway. You have torn it into bits one portion of which has been given to the Northern Railway, and the other to the Eastern, like division of property. This railway system is a national arterial system. It must be kept intact. Let me tell you once again that the Eastern zone carries more than 45 per cent. of the total Railway traffic of the whole of India. I make this statement on the floor of this House. I submit, that in view of the great importance of this matter, in view of the very great threat to trade, industry and commerce, and the strong opposition which has already been voiced by all the representatives

of trade, commerce and industry, the hon. Minister should re-examine the matter thoroughly and objectively and come to a decision. I know he has a body of experts in the Railway Board for which I have great respect, though I got a rude shock from these experts at the last zoning, their performances in that connexion did not reflect much credit on them. You have got to examine the whole thing with the aid of experts from the Railway Board, ex-Railway-servicemen—there are brilliant men among them, and others. Get the whole question thoroughly examined in the light of the criticisms that have been made. If that is done impartially and with an open mind I think the grievance may be redressed. After all, you are going to embark upon a gigantic national experiment. I am not at all optimistic about the success of this experiment. But, before you proceed with such a measure of administrative change in the Railway organisation, is it not desirable that you should proceed with the co-operation and goodwill of all concerned? I do not want the hon. Minister to make a statement here and now on the floor of the House. Let him study the question and think it over with an open mind. Then, I think, a solution will be found.

Mr. Chairman: The hon. Minister.

Shri Beli Ram Das (Barpeta): May I ask a few questions, Sir, regarding Railways?

Some Hon. Members: It is not a Question Hour.

Mr. Chairman: I have called the hon. Minister. If at the end, the hon. Member has any doubts, he may ask one or two questions. Let us see.

Shri Chattopadhyaya: Though a repeated point of submission, Sir, may I humbly suggest that the hon. Railway Minister speak in the uncommon language of the Commonwealth?

Some Hon. Members: That is Hindi.

Some Hon. Members: English.

Shri L. B. Shastri: I wish hon. Members should get accustomed to hear Hindi, if not to speak Hindi.

Dr. S. P. Mookerjee: May I appeal to the hon. Minister. It is not a question of his having a right to speak in Hindi or not. This is the first time the hon. Minister is going to speak in this House. This is a very important matter. So many of us will not be able to follow him. I would request the hon. Minister to speak in English first and then in Hindi. It is not a question of his having a right or not.

Several Hon. Members: Hindi, Hindi.

Shri L. B. Shastri: It was understood that I should speak in Hindi first and speak in English later (*Interruptions*).

Mr. Chairman: No hon. Member should be standing while the Chair is standing. That is the etiquette. There must be order and decorum maintained. Every Member will have an opportunity to speak. It has already been stated, when the Speaker was here, that the hon. Minister will speak in Hindi and give then a resume in English. Some hon. Members may not know English at all and some other hon. Members may not know Hindi. Anyway the hon. Minister has chosen to give a resume in English. Till then hon. Members will try to follow as much as possible in Hindi.

Shri Punnoose: On a point of order, Sir, I would request you to intervene, for it is the right occasion to intervene. The Minister will speak in both languages and if he chooses to speak in English first those of us who do not know Hindi will try to follow him when he speaks Hindi.

Mr. Chairman: No hon. Member has a right to force his views on another hon. Member. Hindi is the official language of the Union and for a period of 15 years English will also be used. It is as much to his interest as to that of the Government to make the other side understand what he says. That is what he is going to do. Why should a particular language be forced upon him? I am sure he will explain in English to those hon. Members who are not able to understand Hindi all the points raised. Let there be no impatience shown in this regard.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): The President has already set the example. He delivered his Address in Hindi first and in English later.

श्री एल० बी० शास्त्री: श्रीमान्, मुझे अफ़सोस है कि हिन्दी बोलने पर, जब कि मैंने यह कहा कि मैं अंग्रेजी में भी उन बातों का जवाब दूंगा जो कि विरोधी दल के

[श्री एल० बी० शास्त्री]

मेम्बरों ने कही हैं, उस के बाद भी इतना विरोध होना मुझे उचित और मुनासिब नहीं मालूम होता, क्योंकि हिन्दी अपनी राष्ट्रभाषा है । अगर कुछ भाई हिन्दी नहीं जानते तो उन्हें हिन्दी सुनने को तो तैयार रहना चाहिये, क्योंकि कम से कम सुन कर भी वह कुछ हिन्दी सीख सकते हैं । अगर माननीय सदस्यों ने हिन्दी नहीं पढ़ी है तो कम से कम सुनने से भी कुछ सीखेंगे, कोई दूसरा बोले तो उस को सुनने से सीख सकेंगे । अगर हम ऐसे ही चलते रहे और १५ साल के अन्दर कोई तरक्की नहीं होगी, कोई उन्नति नहीं होगी, तो यह हमारा केवल नाम के लिये कहना है कि हिन्दी हमारी राष्ट्रभाषा है और १५ साल बाद हिन्दी को हम अपनी पूर्ण रूप से राष्ट्रभाषा बनायेंगे । मैं जानता हूं कि शायद दस या बारह सदस्यों को छोड़ कर जो उस तरफ़ बैठे हैं, अधिकतर सदस्य, चाहे वे बंगाल के हों या और प्रान्तों के हों, हिन्दी समझते हैं । और हमारे माननीय सदस्य डाक्टर श्यामा प्रसाद मुखर्जी के बारे में तो मेरा पूरा अन्दाज़ा है कि उन को हिन्दी की अच्छी तरह और पूरी जानकारी है ।

मैं इस समय इस हाउस के सामने जो रेलवे बजट पर बहस हुई है उस के लिये माननीय सदस्यों को बधाई देना चाहता हूं । उन्होंने जो रचनात्मक बातें कहीं, जो टीका-टिप्पणी की, जो ऐतराज़ात किये, उन ऐतराज़ात से, उन समालोचनाओं से, मेरा फ़ायदा हुआ, क्योंकि मैं भी इस विभाग के लिये एक नया आदमी हूं और इसलिये जो बातें बतलाई गईं, उन से मुझे एक नयी जानकारी हुई । मैं अगर उन तमाम बातों में इस समय जाऊं, जो कि माननीय सदस्यों ने पेश की हैं, तो इस हाउस का बहुत ज्यादा वक्त लगेगा और मैं नहीं चाहता कि मैं हर एक बात का जवाब आप के सामने पेश करूं, क्योंकि उन में बहुत सी ऐसी बातें हैं जिन पर अगर आप मुझ से इस भवन के बाहर बातचीत करना चाहें तो मैं बातचीत करके उन बातों को सुलझा सकता हूं या सुलझाने की कोशिश कर सकता हूं । इस लिये मैं उन तमाम ब्यौरों में और उन तफ़सीलों में नहीं जाऊंगा जो कि अलग अलग सदस्यों ने अपने निर्वाचन क्षेत्र के लिये, अपनी कांस्टीट्यूएंसी (constituencies) के लिये, या अपनी स्टेट और प्रान्त के लिये कही हैं । लेकिन मैं इस बात का विश्वास दिलाना चाहता हूं कि जो बातें आप की तरफ़ से कही गई हैं उन को हमारे दफ्तर के लोगों ने पूरी तरह से नोट कर लिया है और उन तमाम बातों को हम बड़े ग़ौर के साथ देखेंगे और जितनी बात उस में से हमारे लिये पूरा करना मुमकिन है हम पूरा करने की कोशिश करेंगे ।

कुछ बातें जो ख़ास तौर पर कही गई और जिस ओर विरोधी दल की तरफ़ से ध्यान दिलाया गया उन में एक यह है कि यह बजट ग़रीब आदमियों के लिये कुछ नहीं कहता, थर्ड क्लास के मुसाफ़िरों के लिये कोई ख़ास बात नहीं कहता, तीसरे दरजे में जो दिक्कतें और तकलीफ़ें हैं उन के बारे में इस में कोई ख़ास जिक्र नहीं है, और ज़रूरत इस बात की है कि बजाय इस के कि रेलवे बोर्ड ज्यादा आमदनी करे, वह इस बात की कोशिश करे कि तीसरे दरजे और लोअर क्लास (Lower class) के जो मुसाफ़िर और डब्बे हैं उन को फ़ायदा पहुंचाने का इन्तज़ाम किया जाय । मैं इस हाउस से यह निवेदन करना चाहता हूं

कि जो भावनायें आप की तीसरे दरजे के मुसाफ़िरों के बारे में हैं या लोअर क्लास के कम्पार्टमेन्टस के बारे में हैं वही भावनायें मेरे दिल में भी हैं और मैं जानता हूं कि तीसरे दरजे के मुसाफ़िरों की क्या दिक्कतें हैं, क्या कठिनाइयां हैं। मैं तो आपसे यह कहने को तैयार हूं कि तीसरे दरजे में सफ़र करने वालों को जब देखने का मौक़ा मिलता है या उस में बैठने और चलने का मौक़ा मिलता है तो मेरे दिल में यह बात आती है कि यह इन्सानों का या आदमियों का सफर नहीं है बल्कि इस तरह लोग उन गाड़ियों में सफ़र करते हैं कि उस में इन्सान के दरजे के नीचे की बात आ जाती है। जितनी भीड़ थर्ड क्लास में होती है और जिस बुरी तरह से मुसाफ़िरों को उस में बैठना पड़ता है, जैसे किसी एक माननीय सदस्य ने कहा था कि एक किनारे से दूसरे किनारे तक पहुंचना भी मुमकिन नहीं होता, यह सब बातें ठीक हैं। और यह सब बातें ऐसी हैं जिन की वजह से हम तीसरे दरजे में जो इन्तज़ाम करना भी चाहें तो वह नहीं कर पाते हैं। मिसाल के लिये अगर हम इस बात का इन्तज़ाम करना चाहें कि जहां जहां स्टेशनों पर गाड़ी रुके वहां जल्दी जल्दी तीसरे दरजे में सफ़ाई हो और डब्बे में झाड़ू लगाने का इन्तज़ाम किया जाय, लैवेटरीज (Lavatories) वग़ैरह को धोया जाय जिस से कि कुछ सफ़ाई हो और थर्ड क्लास वालों को सहूलियत पहुंच सके परन्तु भीड़ की हालत ऐसी होती है जिस से यह मुमकिन नहीं, कि स्टेशनों पर इस तरह का इन्तज़ाम किया जाय इस की वजह यही है कि न कहीं अन्दर जाने की गुंजाइश रहती है और न सफ़ाई करने वाले को सफ़ाई करने की गुंजाइश रहती है। इसलिये यह कठिनाई जो ओवरक्राउडिंग (overcrowding) की, ज्यादा भीड़ की है यह सब से बड़ी कठिनाई है। इस के हल के लिये मैं भी पहले यह समझता था कि इस को हल करना बहुत आसान है। मेरा ख्याल यह था कि कई और डब्बे हर गाड़ी में लगा दिये जायें, थर्ड क्लास और इंटर क्लास के डब्बे और लगा दिये जायें। मैं यह भी सोचता था कि एक ज़िले से दूसरे ज़िले के दरम्यान शटल (shuttle) चला दी जायं ताकि नज़दीक जाने वाले मुसाफ़िर इन गाड़ियों में, शटल में चले जाया करें और जो ऐक्सप्रेस और मेल ट्रेन्स हैं उनमें नज़दीक के मुसाफ़िर न बैठें। लेकिन जो इन पिछले थोड़े दिनों में मैं ने जानकारी हासिल की है, उस से मुझे यह मालूम होता है कि यह भी शायद मुमकिन नहीं है कि हर रेलवे ट्रेन में हम एक नया थर्ड क्लास का या इंटर क्लास का डब्बा लगा सकें और न यही मुमकिन है कि जो शटल ट्रेनें हम एक ज़िले से दूसरे ज़िले तक के लिये चलाना चाहते हैं उन्हें चला सकें।

बाबू रामनारायण सिंह: क्यों मुमकिन नहीं है ?

श्री एल० बी० शास्त्री: क्योंकि गाड़ियां नहीं हैं, डब्बे नहीं हैं, कोचेज (coaches) की बेहद कमी है और इस वक्त हालत तो यहां तक आ चुकी है कि अगर कुछ डब्बों को हम अलग ला कर उन में पंखे लगाना चाहें उन की सीटों को बदलना चाहें, तो दिक्कत यह पड़ जाती है कि उन डब्बों की कमी की वजह से ट्रेनों में ओवरक्राउडिंग और ज्यादा बढ़ जाती है, ट्रेनों में उन डब्बों की कमी पड़ जाती है, यह हालत आज कोचेज और डब्बों की है। इस के मानी यह नहीं कि हम लगातार इस बात की कोशिश नहीं कर रहे हैं कि हम नयी कोचेज मंगवायें, नई गाड़ियां अपने देश में खुद बनायें। इन सब बातों का पूरा प्रयत्न हो

[श्री एल० बी० शास्त्री]

रहा है और काफ़ी तेजी भी इस में की गई है, लेकिन इन सब बातों में समय लगता है । बग़ैर वक्त के अपनी ताक़त और शक्ति के बाहर जा कर हम कुछ काम कर लेंगे, यह बात मुमकिन और सम्भव नहीं है । इस लिये यह जो आज ओवरक्राउडिंग का सवाल है, वह हमारे लिये काफ़ी दिक्कत और कठिनाई का सवाल बन गया है । यह सही है कि हमें फिर भी कुछ न कुछ इन बातों का इन्तज़ाम करना होगा । अभी हाल में कुछ डीज़ेल कार्स (diesel cars), भाप के इंजन और डब्बों को खरीदने का आर्डर यहां से भेजा गया है । यह डीज़ेल कारें शटल ट्रेनों के रूप में काम करेंगी । इन में खर्च भी बहुत कम पड़ता है और साथ ही यह तेज़ भी काफ़ी चलती हैं । यह डीज़ेल कारें जब आजायेंगी, जो जल्दी ही आने वाली हैं, तब मैं आशा करता हूं कि हम शटल ट्रेनों के रूप में उन्हें चलायेंगे और जैसा मैं ने आप से कहा २५-३० या ४० मील के बीच में एक हेडक्वार्टर से दूसरे हेडक्वार्टर तक के लिये जब यह डीज़ेल कारें चलने लगेंगी, तो उस से तीसरे दर्जे की जो ओवर-क्राउडिंग या भीड़ है, वह बहुत हद तक कम हो जायेगी । हम उस के लिये इन्तज़ाम करने जा रहे हैं और साथ ही मेरा यह भी विचार है कि मैं इस मसले पर फिर एक बार अच्छी तरह पता लगाऊं कि किस हद तक हम नये कोचेज़ और डब्बे दे सकते हैं जिन से एक ज़िले से दूसरे ज़िले के बीच शटल ट्रेनें चलाई जा सकें ताकि थर्ड और इंटर क्लास में जो आज ओवर-क्राउडिंग और भीड़ होती है, उसे कम किया जा सके ।

यह भी शिक़ायत की गई है कि अक्सर रेलवे के बुकिंग क्लर्क बहुत देर में टिकट बांटने के लिये आते हैं जिससे थर्ड क्लास के मुसाफ़िरों को टिकट खरीदने में बहुत दिक्क़त उठानी पड़ती है और काफ़ी असुविधा का सामना करना होता है और टिकट खरीदने की जल्दी में अक्सर मुसाफ़िरों में आपस में झगड़े भी हो जाया करते हैं और धक्कम धुक्की होती है । बात सही है और मुझे अफ़सोस के साथ यह बात कहनी पड़ती है कि हमारे बुकिंग क्लर्क या जो उन के काम करने वाले हैं वह अपनी जिम्मेवारी को बहुत अच्छी तरह से नहीं निभाते, जिस तरह कि उन्हें निभाना चाहिये, क्योंकि क़ायदे के मुताबिक़ और हिदायत यह है कि स्टेशन पर गाड़ी आने के दो घंटा पहले बुकिंग आफ़िस खुल जाना चाहिये और मुसाफ़िरों को टिकट बांटना शुरू हो जाना चाहिये । लेकिन अक्सर यह देखने को मिलता है कि दो घंटे के बजाय, वह एक घंटा या केवल आध घंटा पहले टिकट बांटना शुरू करते हैं जिस से मुसाफ़िरों को काफ़ी मुश्किल पड़ती है ।

An Hon. Member: Sir, it is not a fact.

श्री एल० बी० शास्त्री: लेकिन मैं इस बात के लिये आयन्दा कड़ाई से आदेश देना चाहता हूं और यह हिदायत भेजना चाहता हूं कि जो हुक्म दो घंटे का है उस हुक्म को पूरी तरह से माना जाय । यह हो सकता है कि छोटे छोटे स्टेशनों पर जहां भीड़ कम होती है, वहां के लिये यह जो दो घंटे का वक्त मुक़र्रर किया गया है उस के बजाय एक घंटे या पौन घंटे का वक्त वहां के बुकिंग क्लर्क मुक़र्रर कर सकते हैं क्योंकि वहां भीड़ कम होती है और वह अपनी जिम्मेदारी पर अपना समय खुद नियत कर सकते हैं, लेकिन यह देखना उन का फ़र्ज़ होता है कि पब्लिक को वक़्त पर बिना कठिनाई के टिकट मिल सकें ।

दूसरी बात रेलवे के स्कलों के बारे में यह एतराज किया गया कि उन का इंतज़ाम ठीक नहीं है और रेलवे के स्कूल कम कर दिये गये हैं। वे बढ़ाये नहीं गये और उन पर खर्चा कम होता है। साथ ही यह भी कहा गया कि अस्पतालों का भी इंतजाम अब कुछ बदल दिया गया है। जहां पहले सब को खाना मुफ़्त मिलता था, वहां अब उन रेलवे अस्पतालों में पैसा दे कर मरीज़ों को खाना दिया जाता है। मैं ने जब इस शिक़ायत के बारे में पता लगाया तो मालूम हुआ कि यह स्कूलों और अस्पतालों दोनों के बारे में जो एतराज़ किया गया है वह ग़लत साबित होता है, क्योंकि आखिर में शिक्षा की जिम्मेदारी, सब को तालीम देने की जिम्मेदारी पूरी गवर्नमेंट आफ़ इंडिया पर है या स्टेट गवर्नमेंट्स (State Governments) पर है और सारे नागरिकों की पढ़ाई का भार और बोझा उन के ऊपर है। इसलिये रेलवे डिपार्टमेंट इस मद पर कोई अपना ज्यादा पैसा खर्च करे, मैं इस को कोई बहुत मुनासिब और माक़ूल चीज नहीं समझता, क्योंकि यह सिर्फ़ लिटरेसी (literacy) का ही सवाल नहीं, प्राइमरी तालीम का ही नहीं, बल्कि सेकेण्डरी ऐजूकेशन का भी है। हमारे देश के जो तमाम नागरिक हैं, चाहे वह रेलवे में काम करते हों, या अन्यत्र काम करते हों, उन सब को तालीम देने और शिक्षित करने का भार गवर्नमेंट आफ़ इंडिया या स्टेट गवर्नमेंट पर है। इसलिये उस का तो जनरल बजट (General Budget) के अन्दर ही सारा कुछ इन्तज़ाम होना चाहिये। मगर मैं आप को यह बतलाना चाहता हूं कि सन् १९४९-५० में जहां हमारा सिर्फ़ २३ लाख रुपया तालीम पर खर्च होता था वहां अब इस वक़्त ५४ लाख रुपया स्कूलों पर खर्च किया जा रहा है, और इसलिये हम पर यह एतराज़ करना और यह कहना कि हम ने उस को घटा दिया है, ग़लत है। दूसरी बात मैं यह भी कहना चाहता हूं कि हमारे जितने स्कूल हैं उन को हम अच्छी हालत में रखना चाहते हैं, उन में जितनी हम तरक्क़ी दे सकेंगे और जितनी उन की उन्नति कर सकेंगे, वह हम करेंगे। क्योंकि हम किसी भी हालत में जिस संस्था को, जिस इंस्टीट्यूशन को चला रहे हैं, उस को खराब और हीन हालत में चलाना पसन्द नहीं करेंगे। उस को हम अच्छी से अच्छी हालत में रखना चाहते हैं और अच्छी तरह चलाना चाहते हैं।

अस्पतालों के बारे में जो यह शिक़ायत की गई कि वहां पर मरीज़ों को मुफ़्त खाना देना बन्द कर दिया गया है, वह भी बिल्कुल ग़लत साबित हुई और उस के बिलकुल उल्टी बात है। पहले क़ायदा यह था कि जिन लोगों को तीस रुपया तनख्वाह मिलती थी, उन को अस्पताल की तरफ़ से मुफ़्त खाना दिया जाता था। अब उस को बढ़ा कर यह कर दिया गया है कि जिन लोगों की तनख्वाह साठ रुपये तक है, उन को भी इस बात का मौक़ा दिया गया है कि वह भी अस्पताल से मुफ़्त खाना प्राप्त कर सकें। इसलिये जैसा कि विरोधी दल के एक माननीय सदस्य ने कहा कि खाना बन्द कर दिया गया और उस के दाम देने पड़ते हैं, बात उस के बिल्कुल विपरीत है और बजाय इस के कि अब तक जो तीस रुपये वालों को खाना अस्पताल से मुफ़्त दिया जाता था, वहां अब साठ रुपये तक पाने वालों को खाना अस्पताल से मुफ़्त दिया जाता है।

एक बात यह भी कही गयी कि डाक, मालगाड़ी और एक्सप्रेस गाड़ियों की रफ्तार बढ़ायी जाय, यह बहुत धीमे चलती हैं और इस की वजह से सफ़र करने वालों को काफ़ी असुविधा होती हैं। बात बिल्कुल ठीक है, इसी हाउस के एक माननीय सदस्य कुछ

[श्री एल० बी० शास्त्री]

दिन पहले अभी चार, पांच रोज हुये मुझ से कहते थे कि दिल्ली से कलकत्ता जो मेल जाता हैं, वह क़रीब २६ घंटे में पहुंचता है, और यह इतना लम्बा समय है कि इसे कम करना चाहिये ।

मैं ने सुना है कि इस विषय पर रेलवे डिपार्टमेंट में काफ़ी विचार होता रहा है और अब तक इस पर कोई खास फ़ैसला नहीं हो पाया हैं । बीच में रेलवे ट्रैक्स (Railway tracks) लाइनें, भी काफ़ी कमजोर हो गई थीं जिनके कारण भी स्पीड का बढ़ाया जाना एक सही बात नहीं समझी जाती थी, और कुछ गाड़ियों की स्पीड कम भी कर दी गई थी । लेकिन साथ ही बराबर रेलवे लाइनों को ठीक करने की और मजबूत बनाने की कोशिश की गई और हम इस बात का आदेश देने जा रहे हैं कि जो मेल और एक्स्प्रेस ट्रेनें अब तक क़रीब ३५ मील की औसत स्पीड पर चलती थीं, अब उन की औसत स्पीड कम से कम ४० मील फ़ी घंटा हो । और अगर ४० मील फ़ी घंटे की स्पीड से भी हम चलें तो यह तो सही है कि कोई बहुत बड़ा फ़र्क़ नहीं पड़ेगा लेकिन फिर भी जिस गाड़ी से दिल्ली से कलकत्ते के लिये आठ बजे सवेरे चल कर हम दूसरे दिन क़रीब दस बजे वहां पहुंचते हैं उसी गाड़ी से चालीस मील की स्पीड से चलने पर यह सम्भव होगा कि हम क़रीब छः, साढ़े छः बजे सवेरे पहुंच जायेंगे । लेकिन मेल और ऐक्स्प्रेस गाड़ियों की स्पीड को और भी बढ़ाया जा सकता है । यह मैं मानता हूं कि ज्यादा से ज्यादा स्पीड साठ मील की है, लेकिन फिर भी हम साठ मील तो कर ही नहीं सकते । किसी न किसी औसत पर आना पड़ेगा । स्पीड को बढ़ाने का दूसरा उपाय हाल्ट्स (halts) अर्थात् जो बीच के रुकने के स्टेशन हों, उन को कम करना है । लेकिन उन को भी तभी कम किया जा सकता है कि जब हम नई गाड़ियां चलायें, और पैसेन्जर ट्रेनें बढ़ायें । पैसेन्जर ट्रेनों के ज़रिये हाल्ट्स को कम करने की कमी पूरी की जा सकती है । मेल और ऐक्स्प्रेस को कम स्टेशनों पर रोक कर २६ घंटों के सफ़र को २० घंटे, १८ घंटे या १६ घंटे तक कर सकते हैं । लेकिन वह तभी मुमकिन है जब हमारे पास कोचेज़ काफ़ी हो जायें और उन कोचेज़ से मेल और ऐक्स्प्रेस ट्रेनें बढ़ा सकें ।

कुछ बातें और सदस्यों ने कही थीं और उन में खास तौर पर आसाम के एक माननीय सदस्य ने इस बात पर ज़ोर दिया था कि आसाम के रहने वालों के साथ बहुत न्याय नहीं किया गया है—खास तौर पर रिक्रूटमेंट (Recruitment) के बारे में । यानी आसाम के लोग रेलवे के अन्दर बहुत कम भर्ती हुए हैं । इस का कारण क्या है, इस में तो मैं नहीं जा सकता, लेकिन यह मैं उन की सूचना के लिये बतलाना चाहता हूं कि हम ने वह फ़ैसला किया है कि आइन्दा तीसरी और चौथी कैटेगरीज (categories) में जो नियुक्तियां होंगी उन में यह नियम होगा कि एक कमीशन (Commission) आसाम में जा कर बैठेगा और आसाम के अफ़सर और और लोग भी उस कमीशन के अन्दर रहेंगे । इस से जो असुविधा अब तक आसाम के रहने वाले महसूस करते थे वह उन्हें नहीं रहेगी । दूसरी बात यह भी होगी कि जहां तक चौथे दरजे के लोग हैं उन की भर्ती तो ज्यादातर स्थानीय अफ़सर करते हैं और इसलिये मैं नहीं समझता कि उन के बारे में कोई खास अड़चन आसाम के रहने वालों को होगी क्योंकि वह तो इसमें लिये ही जायेंगे । दूसरे और कौन बाहर से आ कर उस में भर्ती हो सकते हैं ?

कुछ उड़ीसा के बारे में भी कहा गया। लेकिन जैसे मैं घड़ी की ओर देखता हूं मुझे यह मालूम होता है कि मुझे उन तमाम बातों में नहीं जाना चाहिये। इसलिये मैं उड़ीसा के लिये केवल यह कहना चाहूंगा कि जो उन्होंने अपनी मुश्तलिफ़ दिक्क़तें बतलाई हैं उन को मैं ख़ास तौर से देखना चाहता हूं क्योंकि जो हमारे पिछड़े हुए प्रान्त हैं उन को हम जितनी सहूलियत पहुंचा सकें, पहुंचाना हमारा फ़र्ज है। और मैं समझता हूं कि गवर्नमेंट उन पर पूरा ध्यान देगी।

श्री श्यामा प्रसाद जी ने बंगाल में एक पुल बनाने की बात कही, फ़र्रुखा में पुल बनने की बात। मैं ने सवाल पूछे जाने के समय इस बात को साफ़ भी किया था कि अभी इस विषय पर विचार हो रहा है कि पुल फ़र्रुखा में बने या मुकामा घाट में बने या बिहार में पटना के पास बने। यह सवाल एक कमेटी के सुपुर्द है। वह कमेटी अपना फ़ैसला जल्द करने वाली है और हम यह आशा करते हैं कि महीने भर के अन्दर ही इस का फ़ैसला हो जायेगा। उस फ़ैसले के आने के बाद ही हम यह तय कर पायेंगे कि यह पुल कहां बनाना चाहिये। इस में कोई सन्देह नहीं है कि ट्रैफ़िक (traffic) के लिहाज से इस पुल का बनना बहुत ही आवश्यक हो गया है। हर तरह का ट्रैफिक चाहे वह गुड्स (goods) का हो या और चीजों का हो। इस काम को हम काफ़ी प्रायोरिटी (priority) देना चाहते हैं और इसे तेजी से आगे बढ़ाना चाहते हैं। जगह, यानी कहां बने, इस का फ़ैसला उस कमेटी की राय पर होगा और अगर कमेटी की राय यह हुई कि दो जगह बनना चाहिये तो फिर हमें इस पर विचार करना होगा, लेकिन अगर राय यह हुई कि एक जगह पर बना कर काम चल सकता है तो दोनों से कौन सी जगह चननी चाहिये इस का फ़ैसला रिपोर्ट आने के बाद हम कर सकेंगे।

जहां तक मैसूर में एक छामराजनगर सत्यमंगलम रेलवे लाईन बनाने की बात है उस का काम सन् १९५४ में आरम्भ किया जायेगा और हम उस काम को भी तेजी से आगे बढ़ायेंगे।

जो कुछ खास बातें जनरल उसूल की कही गई हैं उन के बारे में कुछ बातें अंगरेजी में कहूंगा और इसलिये चूंकि वह सवाल ज्यादातर उधर (विरोधी बेंचों) से उठाये गये थे इसलिये मुनासिब यह होगा कि मैं उन के बारे में इस समय हिन्दी में कुछ न कहूं।

एक बात थोड़ी सी मैं रिग्रुपिंग (regrouping) के बारे में कह देना चाहता हूं। अभी आप ने रिग्रुपिंग के बारे में हमारे माननीय मंत्री श्री गोपालस्वामी आयंगर जी को सुना और वह उस विषय के सब से अच्छे जानकार हैं। यह सारा काम उन का ही किया हुआ है। एक काफ़ी बड़ा काम था जिस को उन्होंने उठाया। तीस साल से इस स्कीम की चर्चा थी और रेलवे के एक यूनिफ़िकेशन (unification) का सवाल था, एकीकरण का सवाल था। हिन्दुस्तान के आज़ाद होने के बाद यह मुनासिब ही था कि रेलवे के युनिफ़िकेशन की बात पूरी की जाय, उसे एक किया जाय। और इस में संदेह नहीं कि श्री गोपालस्वामी जी को इस बात का सदा श्रेय रहेगा। उन की हमेशा इस बात में चर्चा की जायेगी कि इस बड़े सवाल को उन्होंने हिम्मत से उठाया और उस की पूरी स्कीम तैयार की और उस को जारी किया। इस समय और प्रान्तों की तरफ़ से कोई खास विरोध इसका नहीं हुआ है। कुछ थोड़े से विरोधी दल के सदस्यों ने जो कुछ कहा मैं उस को गम्भीरता-

[श्री एल० बी० शास्त्री]

पूर्वक लेने के लिये भी तैयार नहीं हूं क्योंकि कोई आवाज और किसी प्रान्त की तरफ़ से, किसी सूबे की तरफ़ से इस ग्रुपिंग के लिये नहीं उठी है। लेकिन यह सही है कि पश्चिमी बंगाल से यह आवाज उठी, वहां विरोध है, वहां इख्तलाफ़ है और अब भी वहां के सदस्य एक अलग राय अपनी रख रहे हैं।

श्री नंद लाल शर्मा: और उत्तर प्रदेश ?

श्री एल० बी० शास्त्री: उत्तर प्रदेश में कोई विरोध नहीं है। जहां तक इस सवाल पर पश्चिमी बंगाल के बारे में कोई राय देने की बात है वह मेरी राय में मेरे लिये बहुत कठिन है। क्योंकि आप जानते हैं कि मैं ने जिम्मेदारी उस समय सम्भाली है, जिस समय उस की स्कीम बन कर तैयार ही नहीं बल्कि वह स्कीम पूरी तरह से चालू है, और जब यह स्कीम पूरी तरह से चालू है तब फिर ऐसे वक्त में कोई खास तब्दीली करना, गवर्नमेंट के काम में काफ़ी बाधा और रुकावट डालने वाली होती है। इसलिये मेरे लिये आज की स्थिति में कोई अपनी राय जाहिर करना बहुत ही मुश्किल बात है। मैं काफ़ी ग़ौर से अपने बंगाल के दोस्तों और साथियों की राय सुनना चाहता हूं, और सुना है; मैं ने उन से कहा भी है और अब भी इस पर बात करने के लिये तैयार हूं। लेकिन जैसा श्री गोपालस्वामीजी ने कहा वह खास सवाल जो हैडक्वार्टर्स का है यानी जो गोरखपुर में आज एक नया हैडक्वार्टर खुला है, और कलकत्ते में एक दूसरा हैडक्वार्टर खुलने की बात है, उस के बारे में बहुत आसानी से कोई फ़ैसला करना मुमकिन नहीं मालूम होता।

यह कहा जाता है कि गोरखपुर के हैडक्वार्टर को मत हटाओ कलकत्ते में एक नया हैडक्वार्टर खोल दो। यह बात ठीक इसलिये नहीं लगती कि सारी बातों को विचार कर के सेंट्रल ऐडवाइज़री काउंसिल (Central Advisory Council) और गवर्नमेंट ने यह फ़ैसला किया था कि ६ ज़ोन से ज्यादा न हों। आज उस फ़ैसले को बदल कर ६ ज़ोन से बढ़ा कर हम सात ज़ोन कर दें और उन पहलुओं को और उन बातों को जिन की वजह से यह फ़ैसला किया है छोड़ दें तो यह कोई बहुत अक्लमन्दी की बात नहीं होगी। इसलिये जहां तक मैं इस सवाल को समझ पाया हूं कि हैडक्वार्टर को गोरखपुर से कलकत्ता ले जाया जाय, इस का कोई हल निकलना आसान बात नहीं होगी। मैं समझता हूं कि यह बिल्कुल कठिन है। लेकिन मेरे दिल में यह बात ज़रूर है कि अगर कोई ऐसी बेसिक बात को, कोई जड़ की बात को, उस को न बदलते हुए हम किसी तरह अपने बंगाल के साथियों को संतोष दे सकें तो उस से मैं पीछे हटने वाला नहीं हूं। मगर सवाल यह है कि कौन सी ऐसी बात निकलेगी इसीलिये मैं ने कहा था कि माननीय सदस्य आयें और अगर मुझ से बात करना चाहते हैं तो ज़रूर करें ताकि मुझे जानकारी हो और पता चले कि क्या क्या बातें ऐसी हैं, कौन से ऐसे रचनात्मक सुझाव हैं जो हमें उस ठीक नतीजे पर पहुंचा सकें जो बंगाल के हित में हों और जिसे हमारे बंगाल के साथी बंगाल के हित में समझते हों। जहां तक ट्रेफ़िक वग़ैरह की बात है वह तो एक बड़ा सवाल है इस में कोई शक़ नहीं। मगर एक दूसरा सवाल है जो हमारे बंगाल के साथियों को परेशान कर रहा है और वह यह है कि जो एक हैडक्वार्टर अब तक था और जिस में कम से कम १५०० आदमी काम करते थे उन का रास्ता बन्द हो गया। आज उन १५०० आदमियों का जिन में

से एक हजार या १२०० बंगाल के रहने वाले भरती होते थे, आगे के लिये रिक्रूटमेंट बंद हो जाता है । इन आदमियों की नौकरी जाती है और एक बेरोजगारी पैदा होती है । यह ऐसा सवाल है कि जिस का बंगाल के रहने वालों पर क़ुदरती तौर पर असर पड़ता है । इस के लिये मैं यह जरूर सोच रहा हूं कि हम वहां नये दफ्तर खोलें । जो दफ़्तर हमें और कहीं खोलना हो उसे हम कलकत्ते में खोलें । हम ने यह फ़ैसला भी किया है कि एक नया दफ्तर जिस का कि नाम स्टोर्स परचेजिंग आर्गेनाइजेशन (Stores Purchasing Organisation) है, इस का दफ्तर कलकत्ते में हम फ़ौरन ही खोलने जा रहे हैं और उस में लगभग चार साढ़े चार सौ आदमी काम करेंगे जो कि वहां भरती किये जायेंगे या उन को वहां रिक्रूटमेंट का मौक़ा मिलेगा । मेरा विचार यह भी है कि मैं और चीजों को भी देखूं ताकि सात सौ आठ सौ या नौ सौ आदमियों की वहां और भरती होने का इन्तजाम हो सके जिस में कि वह १२०० या १५०० आदमी जो वहां काम करते थे उन को काम करने का मौक़ा मिल जाय । तो मैं ऐसे विभाग या दफ्तर वहां खोलने की कोशिश करूंगा जैसा कि मैं ने अभी कहा है जिस से बंगाल के रहने वालों की जो दिक्क़त है उस को दूर कर सकूं ।

तो एक तो ट्रेफ़िक का मसला है जिस को अलग सोचना है यानी सियालदह लाइन का और लूप लाइन का । मगर उस के साथ ही साथ जो यह दूसरा मसला है उस का महत्व मैं कम नहीं समझता जिस में कि १२०० या १५०० आदमियों के बेरोजगार होने का सवाल है । उस के लिये मैं जो भी रास्ता निकाल सकता हूं और जो भी सुविधा पहुंचा सकता हूं उस की कोशिश करूंगा ।

आखिर में मैं इतना ही कहना चाहता हूं कि जो नया बोझा मुझे दिया गया है उस बोझ को खुद मैं भी बहुत अच्छी तरह से महसूस करता हूं । यह काफ़ी बड़ा काम है और इस काम को सारे देश के हित में करना यह मेरी जिम्मेदारी है । और मैं यह भी जानता हूं कि कांग्रेस गवर्नमेंट होने के नाते हमारा फ़र्ज है कि हमारा ध्यान सब से पहले उस तरफ़ जाय जहां हालत सब से खराब है और जहां लोग दबे हुए हैं, या कमजोर हैं या रेलवे में जिन को दूसरी तरह की असुविधायें हैं या दिक्क़तें हैं । मैं मानता हूं कि पहले दर्जे और दूसरे दर्जे के डब्बों की हालत भी खराब है, पंखे ठीक नहीं चलते हैं या उन की लेवेटरीज वग़ैरह ठीक नहीं हैं, सीटें (seats) भी फटी हुई हैं, गद्दे ठीक नहीं हैं । मैं यह भी मानता हूं कि वह रेल का किराया देते हैं और उन को इन सब बातों के आराम का हक़ भी है । मगर मुझे निजी तौर पर यह कहने में कोई संकोच नहीं है कि अगर कुछ दिनों के लिये फर्स्ट या सैकिड क्लास के मुसाफिरों को यह दिक्क़त उठानी पड़े तो उन्हें उस को उठाने के लिये तैयार रहना चाहिये अगर इस वजह से हम थर्ड क्लास और इंटर क्लास के मुसाफ़िरों को सुविधा और सहूलियत पहुंचा सकें । जिन लोगों ने जिन्दगी भर मुसीबतें उठाई हैं अगर उन को सुविधा पहुंचाने के लिये फर्स्ट और सैकिड क्लास के मुसाफ़िरों को कोई दिक्क़त उठानी पड़े तो मैं समझता हूं कि उस को उठाने में उन को घबराना नहीं चाहिये और मुझे भी उस क़दम को उठाने में कोई घबराहट नहीं होनी चाहिये ।

यह कहा गया है कि तीन करोड़ रुपये रख दिये गये हैं महज डेवेलपमेंट (development) के लिये । यह ठीक है कि तीन करोड़ रुपये रखे गये हैं । रेलवे कन्वेन्शन

[श्री ऐल० बी० शास्त्री]

कमेटी (Railway Convention Committee) ने, जो कि बिठायी गयी थी और जिस ने पांच साल का प्रोग्राम बनाया है, उस ने तय किया है कि तीन करोड़ रुपया हर साल लगाया जाये । मुझे यह जान कर ताज्जुब हुआ । लेकिन मजबूरी भी मालूम होती है कि पहले साल तो तीन करोड़ रुपया भी खर्च नहीं हो सका । ऐसी हालत में रुपये को ज्यादा बढ़ाने का सवाल नहीं है । अपने काम करने की शक्ति को बढ़ाने का सवाल है । मैं जानता हूं कि अगर यह तीन करोड़ रुपया काम के लिहाज से कम पड़ता है तो इस बजट में इस की आसानी से बढ़ाने की गुंजाइश नहीं है लेकिन मैं फिर भी आप को यह विश्वास दिलाना चाहता हूं कि मैं इस तीन करोड़ को चार करोड़ भी करने की कोशिश करूंगा अगर हमारी शक्ति है इतना काम करने की । हम उस रुपये को सुधार के लिये खर्च कर सकते हैं । लेकिन अगर हम ऐसा नहीं कर सकते तो रुपया बढ़ाने का कोई सवाल नहीं है ।

मुझे आशा है कि मुझे इस भवन का पूरा सहयोग मिलेगा, पूरी मदद मिलेगी । रेलवे कर्मचारियों के लिये भी मेरे दिल में एक इरादा है और उन के लिये मेरे दिल में हमदर्दी और सहानुभूति है क्योंकि मैं भी उन्हीं के बीच का एक आदमी हूं । मैं किसी दूसरी श्रेणी का आदमी नहीं हूं । इसलिये मैं उनके कष्टों को अच्छी तरह से महसूस कर सकता हूं और उन के लिये अपने वेज और मीन्स (ways and means) के अन्दर और अपने फाइनेन्सेस (finances) के अन्दर जो भी कर सकता हूं करूंगा और अगर आवश्यकता होगी तो दस क़दम आगे जाने की भी कोशिश करूंगा । तो मैं उन की तरफ़ भी यह भावना रखता हूं । साथ ही जो लोअर क्लास के पैसेंजर हैं उन की तरफ़ भी मैं एक ख़ास जज्बा रखता हूं । इस से मेरा यह मतलब नहीं है कि मेरा ध्यान और बातों की तरफ़ नहीं जायेगा, इस का यह मतलब नहीं है कि ट्रेड और इंडस्ट्री (trade and industry) को फ़ेयर डील (fair deal) नहीं मिलेगा, यह सब बातें नहीं हैं । वे भी उस के साथ साथ हैं । लेकिन सब बातों को बैलेंस (balance) करना पड़ता है, तराजू पर तोलना पड़ता है कि कौन सा काम आगे होना चाहिये, कौन सा काम पहले होना चाहिये, किस काम का महत्व ज्यादा है और किस काम का महत्व कम है । इसलिये इन बातों को देख कर हम को एक एक क़दम उठाना चाहिये और मैं समझता हूं कि जिधर मैं ने इशारा किया है उस तरफ़ सारे भवन को यह राय है कि इसी भावना से और इसी स्पिरिट (spirit) से काम करना चाहिये । मुझे भरोसा है कि इस में हमें आप की सहायता मिलेगी और हम जिस तरफ़ को जा रहे हैं अपने उस इरादे में कामयाबी से आगे जा सकेंगे ।

(English translation of the above speech).

Shri L. B. Shastri: Sir, I note with regret that despite my assurance that I will reply to the points raised by the Opposition Members in English also, so much opposition to my speaking in Hindi has been voiced. I regard it as improper, for Hindi is our own national language. If some hon. friends have no knowledge of Hindi, they should at least be prepared to hear it. One can learn a good deal through hearing also. If the hon. Members have not learnt Hindi already, they can now take the opportunity to learn through hearing to Hindi speeches. They should listen to speeches made in Hindi by others. If we continue like that no progress will be made in 15 years, we are really asserting in name only that after 15 years Hindi shall assume full status as our National Language. I think barring

ten or twelve hon. Members sitting on the opposition, the hon. Members in general, whether they belong to Bengal or Madras, can understand Hindi all right. In the case of Dr. Mookerjee in particular, I know fully well that he can understand Hindi quite well and his knowledge of that language is quite sound.

I have to congratulate the hon. Members for the manner in which the discussion on the Railway Budget has been conducted and concluded just now. I have gained from the constructive suggestions, comments, criticism and objections raised by the hon. Members. I happen to be new to this Ministry and, therefore, things said here have only added to my knowledge. A reply to all the points raised by the hon. Members will involve much time of the House. Nor do I think there is any necessity for that. It is so because many of the points are such that can be discussed outside the House and regarding which, I think, I can satisfy or at least try to satisfy the hon. Members outside. For that matter, I will not enter into the details of the various claims or demands made by several hon. Members regarding their respective constituencies, States or provinces. I, however, can assure them that the Ministry has made a careful note of what they have said. They will receive a careful consideration and wherever possible, efforts will be made to meet their wishes.

The points made by the hon. Members are: that the Budget affords no relief to the poor man; it provides no amenities for the third class passengers and that the Railway Board, instead of earning larger and still larger revenues, should take steps to provide amenities to the public travelling in third class and other lower classes. I want to submit it to the House that the sentiments expressed here for the third class passengers are fully shared by me. I assure the House that I am fully conversant with their difficulties and hardships. I can go even one step further to state that whenever I happen to see their conditions or travel with them, my first reaction is that such conditions of travel may suit any one but human beings and that they are derogatory to the status of a human being. It is a hard fact that the third class compartments are so over-crowded that to quote an hon. Member it is not possible to go from one end to the other. The congestion within the compartments is so very acute. Because of these very facts we often meet with failure in introducing certain arrangements in the third class compartments, howsoever much we may have liked them to be introduced. For instance, should it be decided to make arrangements for speedy cleaning and sweeping of the third class compartments and the lavatories attached to them at all the big stations whereby the third class passengers may have some comfort, it cannot be done because of this overcrowding. The sweeper finds it simply impossible to get into the compartment and consequently they cannot be cleaned. Overcrowding is, therefore, the biggest hurdle in the way of all these arrangements. Previously I used to regard it as an easy thing to overcome it. I then thought that additional third class and inter class compartments will solve the problem. I also thought that running of shuttle trains for inter-district distances will mitigate overcrowding in the express or mail trains inasmuch as it will divert the passengers travelling for small distances to these shuttle trains. But the information gathered by me in the last few days, has convinced me that addition of more third class or inter class compartments or running of shuttle trains for inter-district distances is probably impracticable.

Babu Ramnarayan Singh (Hazaribagh West): Why is it so?

Shri L. B. Shastri: For the simple reason that we have not got sufficient number of carriages etc. The position is so acute that withholding of only a few carriages for fitting electric fans or renovation of seats makes the shortage felt in the form of still more overcrowding. There occurs a further shortage of carriages. So that is the position with regard to coaches and carriages. That, however, does not suggest that we are not making efforts at importing new coaches, or constructing new carriages ourselves in this country. All efforts are being made to that end and in doing so speed has not been ignored either. But things take time. It is not possible to achieve results which are not commensurate with the time or the resources available to us. The problem of overcrowding has, therefore, assumed a much complicated form for us. It is nevertheless true that we have to make arrangements of some sort or the other in this behalf. Recently an order has been placed for the purchase of diesel-cars, steam-engines and additional carriages. On their receipt they will be used as shuttle trains. They involve appreciably less expenditure and run faster. I hope to use them as shuttle trains. As I have stated, with the running of these diesel-cars as

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shuttle trains between headquarters situated at 25 to 40 miles distance will go a long way to mitigate overcrowding and congestion in the trains. We are going to make arrangements on these lines. I am also reconsidering the question of running of shuttle trains between the districts and to that effect I am examining the number of coaches we can spare for that purpose so that the overcrowding in third class compartments could be reduced.

It has also been complained that the booking clerks issue tickets very late which causes a good deal of inconvenience to that class of passengers in purchasing tickets. This even leads to quarrels among the passengers and not infrequently there are attempts to push each other. I frankly admit that our booking clerks do not discharge their duty as they normally should do. Under the rules, the booking offices should be open two hours before the arrival of the train and tickets issued to the passengers. It is, however generally noted that they begin issuing tickets an hour or even half an hour before the train time, thereby causing much inconvenience to the passengers.

An Hon. Member: Sir, it is not a fact.

Shri L. B. Shastri: I intend to issue strict orders for the future. I will issue strict instructions that the order regarding the opening of booking offices two hours before the arrival of the train, should be strictly followed. For smaller stations, however, this time may not be fixed at two hours. Those booking offices may have it at one hour or three quarters of an hour only because there is generally no crowding. They can fix this time on their own responsibility. The object before us is that the public may get tickets without inconvenience.

Again a point has been raised that proper arrangements in respect of railway schools are not made and that their number has been reduced instead of being increased. It is complained that not adequate funds are set apart for them. The arrangements existing in the railway hospitals have also come in for criticism and it is pointed out that contrary to the previous arrangements, the patients admitted in these hospitals are now required to pay for their meals. On inquiring into these two complaints, I find them to be baseless. I consider the responsibility of educating all our citizens rests either on the Government of India or the State Governments and I do not think it to be wise or necessary to put this burden on the Railways. It is not a question of mere literacy, or education upto the primary standard. It is a question of secondary education also. Under the circumstances, it is not proper that the Railway administration should spend so much on that item. I do not think it to be reasonable. The burden of educating all our citizens, whether they are working in the Railway Department or elsewhere rests with the Government of India or with the State Governments. For that matter provision for this purpose should be made in the General Budget only. I may, however, state that we are incurring at present an expenditure of Rs. 54,00,000 on the railway schools as compared to an expenditure of Rs. 23,00,000 in 1949-50. The plea, therefore, that we have reduced this expenditure, is untenable. Again we want to maintain our schools as best as possible. We shall do all that is practicable to see as much progress made in that behalf as possible. I say so because whatever institution we may undertake to run, has to be run most efficiently. We simply do not like to see it going from bad to worse.

The complaint in regard to the hospitals that the patients there are now required to pay for their meals, is also without basis. The facts are quite contrary to that. Formerly the rule in this respect laid down that all the employees drawing less than Rs. 30 a month shall be provided with meals free of charge. Subsequently it was modified and the limit of income was raised to Rs. 60 per mensem. The hon. Member who complained of the stoppage of free meals is, therefore, under a wrong impression. The fact is quite the opposite. Contrary to the previous practice of giving free meals to employees with income less than Rs. 30 a month, now the employees with income less than Rs. 60 a month also stand to benefit from that concession.

A suggestion was made to increase the speed of the express and mail trains. It was stated that their present speed was quite slow and consequently the passengers had to face much inconvenience. It is true to say that. Only a few days back an hon. Member in a private talk with me pointed out that 26 hours' time is taken by the Mail train in reaching Calcutta from Delhi. He told me that this time should be reduced. I am told that the Railway Department has given a good deal of thought to this suggestion. No final decision is, however, still reached in the matter. Meanwhile many railway tracks and lines were

found in a worn-out condition, because of which it was not considered proper to increase the speed of the trains. Actually speaking, it was reduced in a number of cases. Simultaneously efforts were made to repair and strengthen the railway lines. Orders are now being issued to increase the average speed of trains to at least 40 miles per hour as against the previous 35 miles per hour. It is true that even with a speed of 40 miles per hour, no appreciable saving in time can be effected. Still it will make so much difference—say in reaching Calcutta from Delhi—that the train starting at eight a.m. from Delhi and reaching Calcutta at about 10 a.m. next day, will —with the introduction of a 40 mile speed—reach Calcutta at 6 a.m. But it is possible to increase the speed further still in the case of the mail and express trains. I admit that the maximum speed is fixed at sixty miles per hour. We, however, can under no circumstances adopt that in the day to day running of the trains. We shall have to stick to some average speed. Another way of increasing speed lies in the reduction of the halting points *en route*. This can be brought about only if new trains are run and the number of passenger trains is increased. With the reduction in the halting points on the way, a 26 hour journey can be reduced to 20 or 18 and even to 16 hours. But that too is possible only if we are able to obtain more coaches whereby we may increase the number of mail and express trains.

Hon. Members have pointed out many things; especially, an hon. Member from Assam has insisted that justice has not been done to the people of Assam as far as recruitment is concerned, i.e. very few people belonging to Assam have been recruited to the Railways. I cannot go into the reasons for this but I may point out for their information that we have decided that for future appointments in class III and class IV a commission would sit in Assam and it would include officers and representatives of Assam. This would obviate the inconvenience the people of Assam have been feeling. In addition to this, as far as recruitment to class IV is concerned, it is done mostly by local officers. I do not think that there would be any impediments in the way of recruitment of Assamese because they would be recruited locally, and who else would go from outside to be recruited in Assam?

Some remarks about Orissa were also made. But a look at the clock forbids me to go into them. So I would say only this much about Orissa that I want to make a special study of the difficulties pointed out, because it is our duty to give as many facilities to our backward States as possible. The Government would devote all the attention to these problems.

As far as the question of construction of a bridge at Farrukhha, raised by Shri Syama Prasad, is concerned, I had explained during question hour that the Government were considering whether the bridge should be constructed at Farrukhha, or Mokamah Ghat or near Patna in Bihar. This question has been referred to a Committee, who are going to take a decision soon. It is hoped that they would reach a decision within a month. We will take a decision as to where the bridge should be built only after the report of the Committee is before us. No doubt the volume of traffic, whether of goods or passengers, has necessitated the construction of this bridge. We want to give priority to this work and want that it should make speedy progress. The decision with regard to the site of the bridge would be taken after the Committee submits its report and if it recommends that two bridges should be constructed, we will have to consider that. But if the recommendation of the Committee is that construction of only one bridge would do, we would select one of the two sites.

As far as the construction of Chamrajnagar-Satyamangalam Railway Line in Mysore is concerned, it would be taken up in 1954 and we would expedite it.

Some remarks about general principles have been made. I would deal with them in English. Because these were, for the most part, made by the Opposition so it would not be proper if I say something at this time in Hindi.

I would like to say one thing with regard to regrouping of Railways. The hon. Minister Shri Gopalaswami Ayyangar has just spoken on this issue and he is the best authority on it. The whole work concerning regrouping has been done by him. It was a tremendous task which he took up. This scheme was being talked about for the last 30 years. It was a question of the unification of Railways. It was only proper that after India's becoming independent this task of unification should have been undertaken. Of course, the credit for all this would go to Shri Gopalaswami. It would always be mentioned that he took up the work courageously, formulated a plan and put it into operation. This was not opposed by the States at that juncture. I am not prepared to take seriously what the Opposition have said on the

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question of regrouping, because no province or State has raised any voice against it. It is true that West Bengal did oppose it and even now hon. Members from that State are putting forward their own opinion.

Shri N. L. Sharma: And Uttar Pradesh?

Shri L. B. Shastri: There is no opposition in Uttar Pradesh. I think it is very difficult for me to pronounce any judgment on the attitude of West Bengal. As you are well aware, Sir, I have taken up the portfolio at a time when the scheme is not only ready but has also been put into operation. And it would prove to be a hindrance in the work of the Government if any change is made in the scheme at this juncture. In view of this it is very difficult for me to give any opinion on this matter now. I am prepared to listen to the opinions expressed by my friends and comrades from West Bengal and I have listened to them. I am even now prepared to hold talks on this question. As Shri Gopalaswami has said, it does not easily seem possible to take any decision in regard to the establishment of headquarters at Calcutta, in addition to the one opened at Gorakhpur.

It is said that the headquarters at Gorakhpur may not be removed but another may be opened at Calcutta. This does not look proper because the Central Advisory Council and the Government have, after taking into consideration all things, decided that the number of zones should not be more than six. It would not be wise if we increase the number of zones from six to seven and thus give up all considerations which had forced us to take this decision. As far as I have been able to judge, it would not be easy to solve the problem of removing the headquarters from Gorakhpur to Calcutta. I think it would be very difficult. But I do feel that if we can satisfy our friends from West Bengal without abandoning any fundamental or basic principles, I would not hesitate to do so. But the question is: What are the points on which a compromise can be made? That is why I offered to talk to hon. Members so that I may know what they feel and what constructive suggestions they have to offer which may help us reach a decision and which may be in the interest of West Bengal, and may be considered by our friends from that State to be so. As far as traffic is concerned no doubt it is a big problem. But another problem worrying our friends from West Bengal is that the removal of the headquarters has closed the door on 1500 people working there. Out of these, about 1200 belonged to Bengal and in future they would not be recruited. They would lose their jobs. It is a question which naturally affects the people of West Bengal. I am considering the question that such new offices as are to be opened elsewhere, should be opened in Calcutta. We have even decided to open a new office namely the Stores Purchasing Organisation, at Calcutta immediately. About 400 people will be employed in that Office, who will be recruited locally or local people will have an opportunity for recruitment. I am of opinion that other matters should also be kept in view so that another seven, eight or nine hundred people may be recruited there, and the 1200 or 1500 people working there may have an opportunity of finding an employment. In short, I would try to open new offices there so that the difficulty of the people of West Bengal may be removed.

Another question relates to traffic, namely, the Sealdah line and the loop line. At the same time I do not consider the other questions of less importance because it is a question of 1200 or 1500 people going out of employment. I would try to find a way out and try my best to accommodate them.

In the end, I would like to say that I realize that the burden of the responsibility entrusted to me is great —I have to perform my duty in the interests of my country. I also realize that there being a Congress Government it is our duty to pay our attention in the first instance to those areas where the situation is the worst, where people are in difficulties or have other problems as regards Railways. I know that the condition of first and second class compartments is not good, the fans don't work properly, lavatories are not in a proper condition, seats are torn and the cushions also are not good. Passengers travelling in these classes pay the fares and they have a right to these comforts. But personally I have no hesitation in saying that the first and second class travellers should be prepared to tolerate these shortcomings, if by their doing so we can provide some amenities to inter and third class passengers. I think that the first and second class passengers should not mind a little trouble, if by doing so those people can have some amenities who have suffered all along, nor should I have any hesitation in taking steps in that direction.

It has been remarked that only a sum of Rs. 3 crores has been provided

for development. The Railway Convention Committee, appointed by the House, has chalked out a five-year programme and has decided that a sum of Rs. 3 crores should be spent on development annually. This has surprised me. But we are helpless as even in the first year we could not spend Rs. 3 crores. The question of increasing that sum, under the circumstances, does not arise. It is a question of increasing our efficiency. I know that the amount is small as compared to the work but there is no scope for increasing the amount in this Budget. Even then I want to assure the House that if we have capacity to work I would try to increase the amount to Rs. 4 crores. We can spend that for improvements. But if we cannot do it, the question of increasing the amount does not arise at all.

I hope that I would get full co-operation of the House. I have sympathy for the Railway workers because I am one of them, I do not belong to any other class. I realise their difficulties and would do whatever I can within our ways and means; rather I would try to go a step further, if need be. I also feel strongly for the lower class passengers. But this does not mean that I would not pay any attention to other matters, nor does it mean that Trade and Industry would not get a fair deal. But we have to strike a balance, to see what things are more important and should get priority over others. We have to take every step after considering all these things. The whole of the House thinks that, that side also towards which I have pointed out, should adopt the same spirit. I am confident that we will get your co-operation and we will be successful in our efforts.

I will now give a resumé in English.

Sir, I have heard with great attention the speeches made by the hon. Members of this House, and I welcome the criticisms made. Some of the points made out by them dealt with minor matters which can better be discussed with me, outside this House, and I shall certainly see what I can do about them.

Suggestions from all sides of the House have been specially made regarding the restoration of old lines, opening of new lines and construction of bridges, etc. They are all necessary, I have no doubt, and they can be considered and done in the light of our ways and means position. However, I can assure the House that each and every suggestion made by them will be fully gone into and the needful will be done as far as our funds and working capacity permit. Already several schemes and projects are under examination and quite a few of them have been taken up for execution. We have laid out a definite programme of works for the next five years and we have no doubt that it will work according to plan. We have provided Rs. 1,14,00,000 this year for restoration of old lines and Rs. 3,61,00,000 for opening of new lines and Rs. 1,15,00,000 for construction of bridges. These sums generally exceed the amounts provided in the previous year. In fact, I want to go ahead further and do more. I also propose to examine our plans and projects with a view to making some changes in regard to priorities to be fixed.

I have noted down the other suggestions made by hon. Members in respect of their States and constituencies and I assure them that they will receive my best attention and earnest consideration.

Criticism has been levelled against us for contributing large amounts to the General Revenues. To my mind there is nothing wrong in a nationalised undertaking showing profits while working in the interests of the people. India is a poor country. Its resources are limited. The general level has to be raised all round. It is not possible to raise it in one sector and leave others to their fate. Various branches of the Government will have therefore, to pool their resources to bring about an improvement of the economic conditions of the people. The railways, therefore, should and must contribute their mite if they can. Then there is another aspect of the question. I believe that the nationalised undertakings should do their utmost to become self-supporting. They should not be a drain on the General Revenues of the State. No nationalised concern should be allow to run at a loss. While serving the people if it also becomes self-supporting it serves a double purpose. In fact it is only then that it is set up and working on sound lines. I think a socialist State has also to work on the same principles. A socialist State will hardly be able to make both ends meet if its nationalised undertakings do not pay for themselves and even contribute towards the General Revenues. I am, therefore, unable to appreciate the criticism levelled against us in this connection.

It has been complained that the railways do not take up any project which is unremunerative. A great deal

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has been said on this matter, and I can only say that this complaint has no foundation. It was on the 1st April, 1950 that a re-orientation of the Railway Budget was made. Since then Government have contributed large sums of money for construction of new railway lines and similar other projects. A glaring example of this is the linking of the port of Kandla with the hinterland by the construction of a new railway line. Its cost up till now has been about Rs. 3,28,00,000, and the total cost will come to about Rs. 5,58,00,000.

I have no doubt that the major part of the income of the railways should be invested in the development of the undertaking itself and towards the welfare of its workers and the people at large. I may inform the House that the expenditure from the Development Fund since its inception has been of the order of Rs. 24.35 crores which would have not been possible but for the change made in our policy in the financial year 1950-51. It came as a great surprise to me to hear one or two hon. Members from the Opposition mentioning about the three reserve funds rather lightly. I have to say that these funds, that is the Development Fund, the Depreciation Fund and the Revenue Reserve Fund, have been constituted with care and thought. It will be foolish and against all business principles not to provide reserves for future purchases, maintenance, repair and replacement. No undertaking can be run successfully without them. I have no doubt that if the hon. Members bestow further thought to the matter they will themselves revise their opinion.

The question of reduction in rates and freights was also raised. The rates were revised in October, 1948 after a prolonged investigation by a special organisation which worked for four years. They must have naturally taken into consideration the rising cost of production, heavy increase in the salary bill, dearness allowance and the future development of the railways in the country. I do not think it practical nor advisable to reconsider the question as the conditions remain the same as they were then. In fact there is a greater demand on our resources today for the development of the railways and further provision for amenities to passengers and improvements of various kinds in other directions. The same argument applies to the complaint of freight charges being heavy. Trade and industry should undoubtedly, as I said before, get a fair deal, but they must contribute their mite towards the general welfare of the people, especially towards the development and expansion of the nationalised concerns. The following analysis will show that the incidence of the increase in coal freight on the *ex*-works cost has been negligible. The actual increase works out as follows:

0.29 per cent. in the case of the aluminium industry;

0.06 to 0.32 per cent. in the case of cotton textiles machinery;

0.05 to 0.08 per cent. in the case of sewing machines;

0.8 to 0.9 per cent. in the case of the sheet glass industry; and

1.5 per cent. in the case of soda ash.

I may also inform the House that even after the increase in the coal freight, the railways are still earning much less than the average cost of hauling the traffic.

Regrouping has, I am sorry, created some controversy, especially in West Bengal. West Bengal has, no doubt, been affected by the transfer of one of its headquarters to Gorakhpur, but still the scheme does deserve a dispassionate consideration by the friends of West Bengal. I was pained to hear the other day the reference made to U.P. by Dr. Syama Prasad Mookerjee, as he was not fair to U.P. when he made those observations. However, I do not propose to refer to it any further.

As regards the merits of regrouping, I have little to add to what Shri Gopalaswami Ayyangar has said just now. The unification of railways has been under consideration for the last 30 years and it will go to the great credit of Shri Gopalaswami to have taken the courage in both hands to have finalized and implemented it. I am sorry, I do not attach much importance to the criticism made by one or two Members of the Opposition from the South against regrouping. In fact, not a word has been heard so far against the other zones from any quarter. (*An Hon. Member*: There was.) It is only in West Bengal where a difference of opinion and a controversy has arisen. The House can easily understand that it is not so easy for me to open a closed chapter. There should be, I feel, a finality in all such matters and my considered opinion in the existing circumstances is that hon. Members

from West Bengal should allow the scheme to function for the time being, but I can assure them that if any real difficulty is experienced in the implementation of this scheme later, especially in regard to West Bengal, I shall not have the slightest objection to look into the matter again. But it must be worked at least for some time before we can arrive at any definite conclusion regarding its merits or demerits.

I should conclude now, but before I do so I would like to refer to one or two matters more. Points relating to the question of employment, and the policy of Government have been raised in these discussions. It has been said that the increase in dearness allowance has not satisfied the employees. As the House is aware more than 2½ lakhs of employees out of a total of 9 lakhs still retain the privilege of drawing their rations from grain shops at concessional rates. They get rice at 2½ annas a seer as against the prevailing price of about 10 annas. The employees who did not get the grain shop concessions now receive the minimum cash dearness allowance of Rs. 40 a month.

Shri Vittal Rao (Khammam): Is the dearness allowance in accordance with the C.P.C. formula?

Shri L. B. Shastri: We will come to it later. The Government have recognized that the price levels in the country are not likely to go down to the level where no dearness allowance will be payable over the basic scales recommended by the Central Pay Commission. In other words, it is likely that some portion of the dearness allowance now granted will remain a permanent feature. It has, therefore, been decided to convert that portion of the dearness allowance which is likely to persist as a permanent addition to the basic pay. Such a conversion will confer on the staff certain additional benefits such as contribution to provident fund, gratuity and special contribution. Pensionable Government servants will also benefit and will receive a higher pension.

The House is aware that a Committee is being appointed to determine the portion of dearness allowance which should in future be merged in the basic salary. The personnel of this Comittee is under consideration and it is hoped that the composition and the terms of reference will be finalized very soon.

Hon. Members opposite are also aware that a Joint Advisory Committee consisting of four representatives of labour, four representatives of the Railway Board and a neutral Chairman was set up in 1949 to examine the large number of anomalies arising out of the application of the pay scales recommended by the Central Pay Commission. The recommendations of the Committee, 591 in number, have all been accepted except 20. Most of these recommendations have already been implemented and the rest are in the process of implementation. I should mention incidentally that the acceptance of the recommendation of the Joint Advisory Committee has increased the wage Bill of the Indian Railways by two crores.

1 P.M.

There has also been a reference to retrenchment and the insecurity of service that the threat of retrenchment has produced in the minds of the staff. Doubts have been expressed that the assurances of Government have no value and are meaningless. I leave it to the House to judge how far this criticism is based on facts, and bears the stamp of truth. Not merely has the undertaking given in 1946 that no railwaymen who were in service on the 15th September, 1945 would be retrenched, been scrupulously honoured, but we have confirmed the bulk of them by creating supernumerary posts wherever necessary. Though no such undertaking was given in respect of the staff appointed after that date, the total number of staff retrenched during the last seven years is about 1,500 and even in this case, they have been retrenched because they refused alternative employment. In practice, we are carrying surplus staff on all the zones whom we have to absorb against normal annual wastage. I suppose this is not the policy of a commercial undertaking.

There has, also, been criticism regarding the housing policy of the Government. In view of this criticism, I feel that I should re-state briefly the policy adopted by the Government in this matter. We have accepted the principle of providing housing accommodation to essential operating staff who form over 50 per cent. of the railway employees, and to construct four types of quarters for them as funds become available. The smallest of these four types provides two main rooms and other conveniences such as kitchen, bath, lavatory, courtyard, etc. In 1949-50, it was decided to concentrate all available resources mainly on the construction of 'A' type quarters, that is the smallest ones, for the essential operating staff.

Shri Vittal Rao: What is the flooring space of these quarters?

Shri L. B. Shastri: I have not got the rea with me. But, I can give it to ie hon. Member later. If it is indequate, we would certainly widen it. . major portion of the provision under ousing is utilised for the smaller type f quarters. Between 1947 and 1951, 2,500 quarters were built by the arious railways; 11,255 houses were nder construction during 1951-52. On 1st March, 1951 the position was as nder:

Class III. No. of quarters 76,955; the number of essential staff 1,20,270. Class IV: number of quarters 1,97,575; number of essential staff 3,00,594.

he accepted policy therefore is to contruct another one and a half lakh uarters for the Railway staff when unds permit.

Need I have to assure the House hat I shall leave no stone unturned o do all that I can for the lower class assengers, and for improving third lass carriages? None knows perhaps etter than I what a journey in a hird class carriage means in the existing conditions. I feel I shall not fulfil my duty if I am not able to bring about a definite improvement in this matter. I shall not say much as to what I propose to do in the future as I would like to be judged by the results than by mere statements and speeches on my part.

I have done, Sir. In my difficult task, I ask for no more than a hand of sympathy and understanding, of constructive criticism and of co-operation.

Shri S. S. More: May I seek a clarification of one point, Sir?

Some Hon. Members: It is past one o'clock.

Shri S. S. More: One minute. I shall only read two statements from their document and I would only request the hon. Minister to reconcile these two contradictory statements.

Mr. Chairman: There will be many more occasions. The House will now adjourn to 8.15 A.M. tomorrow.

The House then adjourned till a Quarter Past Eight of the Clock on Friday, the 30th May, 1952.